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## Hijacker Gives Up In Ireland After Flight From N.Y.

ANNON, Ireland, June 21 — A man identified as a Serbian nationalist bomber, identified himself to police officers and soldiers waiting at the bottom of the ramp and walked down.

Kavaja, he said, went back into the plane and "surrendered" what he understood to be the detonators for his explosives at the bottom of the steps.

In New York at about 4 a.m., the Serbian nationalist had switched from a smaller plane that he had hijacked 16 hours earlier during a flight from New York to Chicago, the FBI said. The FBI said that Kavaja boarded the second plane at Kennedy International Airport after a return flight to New York.

FBI agent Ed Sharp said that descriptions of cylindrical objects Kavaja showed aboard the plane satisfied authorities that he was carrying dynamite. But Mr. Sharp said that agents had no idea how much dynamite the hijacker had.

An FBI sharpshooter armed with a rifle was hidden in the darkness beside the runway in New York when Kavaja walked the 175 feet to change planes, but the marksman did not fire, said FBI spokesman Quentin Ertel. Mr. Sharp explained that it was deemed too risky to shoot at the explosives-laden man, who was accompanied on the tarmac by his lawyer and the pilot who returned him to New York.

Kavaja was among six persons scheduled to be sentenced today in Chicago for a 1975 bombing at the home of a Yugoslavian consul. Only one participant in the bombing, in which no one was injured, was in custody.

Kavaja had demanded the release of the jailed comrade, but the Rev. Stojilko Kavajic refused to join the odyssey and asked Kavaja to release the passengers, the FBI said.

It was the second hijacking involving nationalists seeking separation from Yugoslavia. On Sept. 10, 1976, five Croatians hijacked a flight from Chicago to New York. That flight ended in Paris, where they surrendered. All were sentenced to prison.



Nikola Kavaja

## Weizman Said to Consider Quitting Israel's Cabinet

By Paul Hoffmann

JERUSALEM, June 21 (NYT) — Israeli newspapers reported today that Defense Minister Ezer Weizman was considering withdrawing from the government in a conflict with Prime Minister Menachem Begin over settlements on the West Bank.

Direct comment was available in either man, but government spokesmen privately said disagreements between Mr. Begin and Mr. Weizman concerning the issue of Israeli outposts had been deepening during the last few days. The news suggested, nevertheless, no open break between the cabinet chief and his defense minister — both members of the right Herut Party — would occur before the settlement question was being before Israel's supreme court.

An interim decision, the court ordered suspension of the plan on a new settlement near the most populous Arab on the West Bank, and gave government a month to explain the initial encampment should be dismantled. Mr. Weizman, one of five government members who dissented when the Cabinet authorized would-be settlers of extreme rightist Gush Emunim (with Bloc) movement on June 4 at up the new outpost.

Important for Security

The defense minister seems embarrassed that the defense forces of staff, Lt. Gen. Rafael in, in a declaration submitted to high court, stressed the Nablus' importance to Israel's security.

According to one version of what happened behind the scenes, Gen. Begin's assessment was requested by Mr. Begin. The court ruling on Tuesday's ruling that the chief of staff had informed it of his views in simple letter rather than, as it had been appropriate, in an affidavit.

A former chief of staff, Lt. Gen. Bar Lev, in a sworn statement submitted to the high court, cast doubt on the security value of the Nablus project and expressed the opinion that in a war it would probably require additional ops to save it from being over by the enemy.

The defense minister and other cabinet members who opposed the establishment of the new outpost — including Deputy Prime Minister Yigael Yadin and Foreign Minister Moshe Dayan — did so



The fatal shooting of newsman Bill Stewart in Nicaragua was photographed by Ann Limongello of ABC News. At top, a government soldier (right) approaches Stewart, who is lying on the ground. The National Guardsman then kicks Stewart (center photo) before shooting him.

## Accused Nicaragua Guardsman Denies Slaying U.S. Newsman

From Agency Dispatches

MANAGUA, June 21 — A national guard corporal accused of killing Bill Stewart, an ABC television correspondent, said at a military tribunal today that Mr. Stewart was shot by another soldier who later was killed in combat.

The corporal, Lorenzo Brenes, testified before a panel that was convened today to investigate the death of Mr. Stewart, who was shot in the head yesterday as he lay face down at a guard roadblock in Managua with a presidential press card in his hand. Mr. Stewart's Nicaraguan interpreter also was slain.

The United States, meanwhile, called for the resignation of President Anastasio Somoza and his replacement by an interim "government of national reconciliation," backed by an inter-American peace-keeping force.

"The conflict in Nicaragua is becoming a war of national destruction... and the time has come to bring the full strength of our hemisphere organization to bear directly on the root cause of the crisis," Secretary of State Cyrus Vance told an emergency meeting of Organization of American States foreign ministers.

Mr. Vance said that the solution to Nicaragua's civil war "must begin with the replacement of the present government with a transitional government of national reconciliation, which would be a clear break with the past."

In his eight-page speech, Mr. Vance accused the Somoza government of "persistent and widespread" human rights violations and said "thousands of Nicaraguans have been victims of these wholesale abuses."

"This terror was brought home vividly to the American people yesterday by the cold-blooded murder by a national guardsman of an American newsman who was simply carrying out his journalistic mission."

A guard spokesman, Col. (Continued on Page 2, Col. 5)



Bill Stewart of ABC News, in the company of Nicaraguan National Guardsmen, makes his final report before being fatally shot by another guardsman at a roadblock in eastern Managua.

## Paving Way for Price Boost Saudi Arabia Rules Out Raising Oil Production

By Anthony Lewis

RIYADH, Saudi Arabia, June 21 (NYT) — Crown Prince Fahd of Saudi Arabia said in an interview yesterday that the Saudi government had no plans to raise oil production above the present rate of 8.5 million barrels a day — now or at any time soon.

His statement makes it all but certain that the Organization of Petroleum Exporting Countries will set a substantially higher price when oil ministers from member nations meet in Geneva next week.

Prince Fahd said that Saudi Arabia's position at the OPEC meeting, which will open Tuesday, would be "to see to it that, if there is to be any increase at all, the increase should be both reasonable and moderate." But in the present tight supply situation, experts think the only way to hold oil prices down would be a production rise by Saudi Arabia, the world's biggest exporter.

The current official OPEC price is \$14.55 a barrel. The Saudis sell oil at that level, but other OPEC members have added surcharges that make their prices as much as \$20 a barrel. And quantities have been sold recently on the spot market in Rotterdam for prices approaching \$40 a barrel. The spot market handles oil not already sold under long-term contracts.

Denies Challenge

Prince Fahd talked about oil and other matters in a two-hour interview in the Nassiriyah Palace, his family residence and office. He spoke firmly, and he made a point of denying recent rumors in the West that he was in bad health or that his pre-eminent governing authority here was being challenged by other members of the royal family.

"There has been too much talk about family differences," he said. "I want to stress that there are no differences whatever."

The prince has for years been regarded as the ruling authority in the government, while King Khalid reigns.

When asked about his health, he said that was a question he was glad to answer.

"As you see," he said, "I am in excellent shape. My health is perfect. I suffer from nothing but a complaint of nothing. But for four years I had had no holiday. I needed some rest, so I flew to Marbella in Spain. It coincided with the meeting of Arab foreign ministers in Baghdad, and it was misconstrued."

On oil, his most significant comment may have been the flat denial of recent reports that the Saudi government planned to increase its production capacity over the next few years, possibly to 12 million barrels a day.

During the last few years, Saudi production increases have also kept prices from rising even more sharply than they have. The Saudis have indeed increased their production — or threatened to — to hold their OPEC colleagues in line, notably in late 1976 and 1977.

Business Week magazine, reporting the figure of 12 million barrels a day, said that the Saudis had set it as a permanent ceiling — one far lower than would be needed in the years ahead to meet potential world demand. But Prince Fahd said there was no plan to go that far. He called the report inaccurate.

Saudi Arabia's oil minister, said in London earlier this week that he (Continued on Page 4, Col. 7)

## To Steady Prices EEC Wants Register Of Global Oil Sales

By Flora Lewis

PARIS (NYT) — The European Economic Community has drawn up a plan for a worldwide register of all oil transactions, hoping that it will be accepted by the United States and Japan at the Tokyo economic summit conference next week.

The purpose would be to stabilize the market by obliging purchasers to report how much they buy and at what price. While there would be no effort to intervene or control prices, the EEC's energy commissioner, Guido Brunner, said that making the traditionally secretive petroleum market "transparent" should dampen the price-boasting competition that has erupted recently.

"Just the announcement that the community was planning a register has already had an impact," Mr. Brunner said in a telephone interview from Brussels. "The spot market has been calmer in the last few days."

However, the European government has agreed to put it into effect only on condition that the United States and Japan do the same. Preliminary soundings have encouraged the Europeans to expect agreement on the measure in Tokyo.

Voluntary Enforcement

The register would be compulsory, but the EEC has decided that initially at least there would be no sanctions imposed for failure to register or for providing false information.

Mr. Brunner said that the oil companies have changed their customary views about maintaining secrecy on deals because they have had trouble lately negotiating new contracts with producers.

"The producers have been telling the companies that if you don't stabilize the spot market [where prices have been pushed up to double the going rates on some deals], you'll get less oil," Mr. Brunner said. (Continued on Page 2, Col. 5)

## Uganda's Lule Resists Bid To Oust Him as President

KAMPALA, Uganda, June 21 (AP) — Youssef Lule declared today he had not resigned and was still president of Uganda as troops opened fire with machine guns in an attempt to disperse tens of thousands of Ugandans demonstrating against his reported ouster.

[Doctors said two persons were killed and 50 wounded, according to Reuters.]

It was announced yesterday that Mr. Lule, president since Tanzanian and Ugandan exile forces toppled dictator Idi Amin two months ago, had resigned, and within hours former Attorney General Godfrey Binaisa was sworn in to succeed him. But in a telephone call today to reporters, the 67-year-old Mr. Lule said, "I am still Uganda's lawful president."

The former university administrator rejected as false the resignation statement broadcast in his name and said he intended to remain in his official residence at Entebbe, beside Lake Victoria near Kampala. He claimed that he retains broad national backing.

The violence may foreshadow a new eruption of tribal-political turmoil.

Protesting Baganda tribesmen took to the streets of Kampala last night and continued marching through today, chanting, "Lule yekka!" Swahili for "Only Lule!"

Bankers Wounded

Machine-gun fire broke out sporadically and sources said two British bankers suffered neck and leg injuries when their car was raked with gunfire from a roadblock.

The demonstrators, shouting, "We don't want Obote back!" claimed that Mr. Binaisa was a stand-in for Milton Obote, the president ousted by Marshal Amin in 1971. Mr. Binaisa had served as attorney general under Mr. Obote.

Mr. Lule is a Baganda, and Mr. Obote is a member of the rival Langi tribe. There have been rumors that Mr. Obote was returning after eight years of exile in Tanzania.

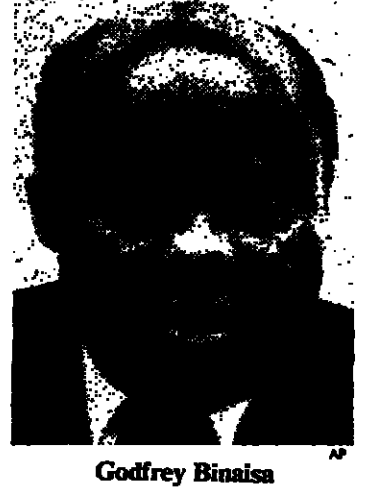
The whereabouts of Mr. Binaisa were not known, but a spokesman for him insisted that "Lule has been voted out of office." The new government is in full control of the entire area of Uganda and has the full backing of the people.

Businesses Closed

Stores and offices were closed, and the Tanzanian troops moved armored cars to street corners. Informed sources said that the government banned all flights into the country for at least three days.

Defense Minister Yoweri Museveni banned further demonstrations and said that protesters would be dealt with by law. He said in a mid-morning radio broadcast that the public was being manipulated but did not say by whom.

More than 10,000 persons had assembled outside the city's only luxury hotel, where most government ministers are living, to demand the reinstatement of Mr. (Continued on Page 2, Col. 5)



Godfrey Binaisa

## Minarets Fade as Pollution Chokes Istanbul

By Nicholas Gage

ISTANBUL (NYT) — This city, once the crown of the Byzantine Empire, the center of Ottoman luxury, a city with one of the finest natural settings in the world, is choking to death on its own pollution.

Overpowering the scents of the spice bazaar and the lemon trees is the stink of sewage. Only one plant for the treatment of wastes exists in Istanbul, but it is not operating because of lack of funds. Every day the wastes of 4.5 million people drain untreated into the three bodies of water bordering the city, the Bosphorus, the Sea of Marmara and the Golden Horn.

Where the subjects of the sultan used to picnic in orchards filled with nightingales on the banks of the Golden Horn, the water is now a solid mass of refuse so thick that in some parts it cannot be penetrated by boats.

"It's absolutely dead — no life survives except for organisms in the sludge at the bottom," said Nevzat Kor, professor of environmental engineering at Istanbul Technical University. "Industry on both banks pours out toxic wastes at will."

On the land, the haze of pollution has started to form by the time the long-condemned but still bustling Galata Bridge opens for an hour each morning to let the day's backed-up shipping traffic through. The fairyland minarets and towers of the Blue Mosque, St. Sophia and Topkapi Palace are stained a dirty brown, and although at sunset the pollution creates a magnificent golden-red sky behind their silhouettes, by day they are scarcely visible in the haze.

While the World Health Organization sets the primary standard of air at 80 micrograms of sulphur dioxide per cubic meter, in Istanbul it reaches 300 micrograms in winter, according to Ferruh Erturk, a specialist on air pollution at the Technical University. Five hundred micrograms, according to WHO, can cause serious illness.

The problems of pollution, disintegration and overcrowding are made worse by the more than 200,000 rural immigrants who pour into the city every year in search of work. They often become squatters, living in abandoned buildings, caves dug into the city's ancient fortifications or makeshift shacks with dirt floors and roofs of tin or clear plastic.

Even the great mosques, palaces and monuments of the city, which span 26 centuries and eight civilizations, are dying from neglect. The rooms of the harem of Topkapi Palace, where the sultans and their hundreds of concubines once dined on plates of solid gold, are now empty and dark; many tiles having fallen off the walls during earthquakes.

The great churches of the Byzantine period, with their priceless mosaics, have fared even worse. One is used to store car-



Galata Bridge over a Golden Horn so polluted that parts of it have turned almost solid.

## U.S. Surplus In 1st Quarter

The United States registered a \$157-million surplus in its international transactions in the first quarter, the first current-account surplus since the fourth quarter of 1976. Story, Page 11.



## News Analysis

## War in Chad Shows No Signs of Abating

By Carey Winfrey

N'DJAMENA, Chad (NYT) — The last thing this impoverished, landlocked nation needs is more war. The last thing it is likely to get is peace.

For the third time since February, the sound of mortars and machine guns reverberated through this capital this month as one guerrilla faction attacked another. The last time it was the six-week-old transitional unity government, sought refuge with troops of the National Liberation Front, known as Frolinat, when those of the Popular Movement for the Liberation of Chad bombed the presidential palace. The leader of the Popular Movement, Idriss Adamou Mustapha, was reportedly killed trying to flee to Cameroon.

The fighting between two of the four factions that make up the government is only the most recent clash in a 13-year civil war that shows no sign of abating.

Since 1966, guerrillas from the north have battled government troops from the south. The guerrillas are primarily Arab and Moslem; the troops are mostly black and animist.

An uneasy coalition between then President Felix Malloum, a black southerner, and Prime Minister Hissene Habre, a northern Moslem, fell apart when Mr. Habre's Army of the North attacked Gen. Malloum's Armed Forces of Chad in February. Three days of fierce fighting in the capital left hundreds dead.

## Meeting in Nigeria

At the invitation of the Nigerian government, the rivals met in March in Kano, Nigeria, to negotiate a settlement. Goukouni Quadie, the leader of Frolinat, and Aboubakar Abhemamane, the leader of the Popular Movement for the Liberation of Chad, were also invited.

The Kano conference resulted in a cease-fire agreement, a provisional government composed of representatives from the four groups, and a sense of hope that lasted nearly a week.

Under the agreement, an 800-man contingent of Nigerian soldiers was sent to N'djamena to maintain order while the leaders of the four groups withdrew their troops. In reality, only the southern army withdrew and the Nigerian soldiers were then powerless to stop the remaining guerrilla groups from a rampage of looting and killing of southern civilians.

All the southerners in N'djamena, perhaps 100,000 persons, fled, and as many as 5,000 may have been killed. Hundreds of north-

erners were also massacred in southern cities, according to Western diplomats.

On March 24, the day after the agreement was supposed to go into effect, Gen. Malloum fled the country.

## Second Conference

A second Kano conference, held in April to carry out a long-range accord, disintegrated when five new northern guerrilla groups, three of which are believed to be backed by Libya, demanded representation. When Mr. Goukouni and Mr. Habre, the strongmen of the provisional government, refused to recognize the new groups, the two men were put under house arrest by their Nigerian hosts.

They were released only when word reached Kano that guerrilla troops in N'djamena, incensed at news of the house arrests, were on the verge of attacking the Nigerian peacekeeping force.

Returned to N'djamena, the two

guerrilla leaders called a conference of their own, at which they dissolved the provisional government, ousted Mr. Abhemamane as the leader of the Popular Movement and created a new government with Mr. Lol as president.

In theory, the transitional government represents the same four groups that were joined together at the first Kano conference. In fact, Mr. Habre and Mr. Goukouni are running the country or, more accurately, not running it.

"The situation is disastrous," said Mahamat Younouss, Frolinat's second-in-command. There are military aggressors, the administration is paralyzed, the economy is in ruins.

## In Shambles

And the capital is in a shambles. Hydroelectric fuel is down to a few days' supply. Electricity is turned off for six hours a day. Government offices are all but deserted. Of the 4,000 Europeans who lived here, most of them French, only

about 400 remain. Three undisciplined guerrilla armies, each numbering about a thousand men, control different parts of the city. The sound of shooting can be heard sporadically day and night.

Like many countries in the sub-Saharan, Chad is really two nations. Since independence from France in 1960, it has been governed by southerners who represent a slight majority of the 4 million persons.

With a large desert, a paucity of mineral resources, poor soil and a hot, dry climate, Chad is one of the world's poorest nations. Cotton, the most important crop, provides 80 percent of Chad's exports, although most of its annual budget of about \$60 million comes from France.

Although French President Valéry Giscard d'Estaing has said that he will withdraw about 2,500 French troops stationed in N'djamena to protect Europeans, by tacit understanding of all parties, their withdrawal has been indefinitely, if unofficially, postponed.

In addition to fighting among themselves, the guerrilla forces are prosecuting wars on two fronts, against Libyan incursions in the north and against former government soldiers in the south.

To further complicate and confuse the situation, Mr. Habre, who is minister of state and of defense, and Mr. Goukouni, who is the minister of the interior, differ widely on policy. Mr. Goukouni favors accommodation with at least some of the five groups claiming representation, and Mr. Habre disdains them all. He has also refused to let a commission of inquiry investigate the five guerrilla pretensions.

Mr. Goukouni wanted to attend a fourth conference, called in Lagos three weeks ago by Nigeria, but Mr. Habre refused. At the conference, Chad's six neighbors — Nigeria, Niger, Cameroon, the Sudan, Libya and the Central African Empire — declared the transitional government invalid and illegal and threatened economic boycotts. In a rare instance of agreement, Mr. Habre and Mr. Goukouni responded by expelling the Nigerian troops.

Mr. Goukouni denied in an interview here that there was any personal animosity between him and Mr. Habre, but he said, "as each of us is head of two different organizations, differences of opinions are bound to arise between us."

The main difference, most analysts here agree, is that Mr. Habre's chief concern is consolidating his power. At the moment, he seems to have the upper hand.

## Quebec Sovereignty Vote Is Scheduled for Spring

QUEBEC, June 21 (AP) — Premier René Lévesque of Quebec announced today that the referendum on secession for his largely French-speaking Canadian province will take place next spring, but he did not name a date.

Mr. Lévesque's Parti Québécois government will seek a mandate to negotiate sovereignty for Quebec, but with continued close economic ties with Canada. The party calls this arrangement "sovereignty-association."

In announcing the schedule to the National Assembly, Quebec's

provincial legislature, Mr. Lévesque said that an assembly debate on the phrasing of the referendum question should take place early next year.

A public opinion poll earlier this year indicated that 50 percent of Quebec residents would vote in favor of giving the Lévesque government authority to negotiate sovereignty-association. Even if the party wins the vote, however, it must still persuade the other nine Canadian provinces to negotiate the break-up of the 112-year-old Canadian confederation. Thus far, no major political leaders outside Quebec have endorsed such talks.

The Parti Québécois, which came to power in provincial elections in November, 1976, has long espoused separation from the rest of English-speaking Canada, claiming that English domination has suppressed the French language and culture, and that the federal government has short-changed Quebec in economic development and other areas.

As prime minister, Pierre Elliott Trudeau steadfastly opposed making any concessions to the Quebec separatists. The new prime minister, Joe Clark, whose Progressive Conservatives ousted the Liberal Party in the May 22 elections, promises changes that will put a "fresh face" on federalism, giving the provinces greater autonomy. He hopes this will satisfy Quebec.

## Rioters Give Up At Turkey Jail

ISTANBUL, June 21 (AP) — About 50 rioting prisoners surrendered to authorities last night after a seizure of a state prison in Trabzon for 28 hours, and released their 13 hostages, the state radio reported.

The broadcast quoted a government official as saying that no concession was made to the prisoners, who took over the compound of the state corrections center on Tuesday afternoon after a scuffle between inmates that resulted in the death of a rightist prisoner.

The prisoners had demanded relaxed prison regulations and transfer of rightist detainees to other prisons.



Vietnamese refugees watch as Malaysian officials unload supplies at the refugee camp on Pulau Bidong island yesterday.

## 585 Towed Out

## Malaysia Gathers Boats To Take Away Refugees

KUALA LUMPUR, Malaysia, June 21 (AP) — Malaysian officials were rounding up boats today to carry unwanted Vietnamese refugees away from Malaysia's east coast, but seven freighters were reported waiting in Vietnamese waters to bring out thousands more fleeing Vietnam.

The Malaysian Navy towed 585 Vietnamese in six small wooden boats out to sea yesterday and 450 in a boat last Sunday. Officials said that at least six more boats were being prepared to take more refugees away.

They were also trying to buy back from local fishermen at least 30 refugee boats that the government sold during the last few months. The boats had been abandoned by the Vietnamese who arrived in them, and the government confiscated them and sold them.

## 60,000 in Camps

The government is trying to move out 12,000 to 15,000 refugees, most of them ethnic Chinese, who evaded navy patrols and landed on Malaysia's coast. About 60,000 more are in crowded refugee camps awaiting resettlement in the United States, Western European nations or any country that will take them. Diplomats keeping a close watch on the refugee situation said that the ships waiting off Vietnam could each take several thousand persons. They compared them to the Hai Hong, the freighter that brought 2,450 Vietnamese to Malaysia in November.

Malaysia refused to accept the Hai Hong passengers, saying that they had bought their way out of Vietnam, that its refugee camps were overcrowded, and that they would be followed by many more. The United States and other Western countries finally took them, but their plight made the question of refugees a burning international issue which has not subsided.

The Vietnamese government announced yesterday that it would se-

verely punish persons trying to escape the country and those who help them flee illegally. It also said that it was ready to implement an emigration policy agreed on earlier with the UN High Commissioner for Refugees. But diplomats here called these statements meaningless propaganda.

"Vietnam wants to get rid of another 1 million to 1.5 million Chinese and unwanted Vietnamese, and all indications are that Vietnam is going to do this despite all the criticism it is getting," said a Western diplomat who declined to be quoted by name.

## Israel to Accept 200

TEL AVIV, June 21 (AP) — Prime Minister Menachem Begin has agreed to a United Nations request that Israel accept 200 Vietnamese refugees. Mr. Begin's office announced today.

A spokesman said that no date had yet been set for the refugee arrival.

Mr. Begin has urged other countries to take part in resettling refugees. Israel has strong sympathies for the refugees particularly because many Jews died in the Holocaust when countries close their borders to them.

## Sweden Doubles Quota

STOCKHOLM, June 21 (UP) — Sweden has doubled the number of refugees it will take this year because of the worsening situation in Southeast Asia, the government said today.

The refugee quota was increased to 2,500, of which an estimated 1,250 will be refugees from Vietnam.

Foreign Minister Hans Blix said that the decision was in response to an appeal from UN Secretary-General Kurt Waldheim for help placing the refugees. Sweden will also give 15 million kronor (\$1 million) to help ease the plight of refugees in Southeast Asia.

## Organized Emigration

GENEVA, June 21 (UPI) — A first organized movement of persons out of Vietnam will begin the next few days, the deputy High Commissioner for Refugees said today.

Dale de Haan said that the Vietnamese government provided a list of persons getting exit visas, several Western governments provided lists of persons they were ready to accept.

"The first flights are to be Vietnam in the next few days," de Haan said.

Those leaving will mainly be sons being reunited with their fathers who already fled Vietnam "humanitarian cases," he said.

Vietnam and the UN commissioner's office reached an understanding last month on the departure of the refugees.

Mr. de Haan said that consultations on the British-proposed national conference on the Chinese refugee situation are under way in New York and Geneva and that Mr. Waldheim probably will reach a decision shortly.

## Sartre Urges Europe to Take Asia Refugees

PARIS, June 21 (Reuters) — Philosopher Jean-Paul Sartre made his first public appearance in several years yesterday to call on Western Europe to accept immediately all the refugees from Indochina now scattered throughout Southeast Asia.

Mr. Sartre, partially blind and looking frail and ill, addressed a news conference called following the decision of several Southeast Asian states to bar new refugees or expel those now in their countries.

Speaking in a faint voice, Mr. Sartre, 74, said that Europe should set up transit camps immediately to receive the tens of thousands of refugees now in Thailand, Malaysia and other countries until homes are found for them.

## Laker Asks Right to Fly To 35 Cities in Europe

LONDON, June 21 (AP) — Sir Freddie Laker, the British airline chief who pioneered cut-rate flights between Britain and the United States, has applied to operate his Skytrain service to 35 cities in Europe.

Sir Freddie filed a formal application with the British Civil Aviation authority yesterday to begin the service starting in January. Fares under the Laker Airways proposal have not been revealed.

But the Financial Times reported today that the Laker fares could be as low as half of some current fares, including London to Paris, now £44.50 (about \$89) London-Berlin, £46.50 (\$93) and London-Rome, £117.50 (\$235).

There was immediate speculation that the Laker proposal, if approved by the British board, could force other airlines to reduce fares in competition reminiscent of the price war after Sir Freddie overcame strenuous opposition from rival airlines for his U.S. flights.

Sir Freddie has also applied to operate a London-Hong Kong Skytrain service.

Laker Airways is thought to be planning to use on the European routes 10 A-300 Airbus which it ordered last April at a cost of £250 million (\$500 million).

Earlier this month, Sir Freddie complained that major international airlines were still trying to eliminate his Skytrain service. He told the British aviation authority that he wanted to "free passengers from the prisons of the major airlines."

## Nicaraguan Guardsman Denies Killing Newsman

(Continued from Page 1)

Aquiles Aranda Escobar, said earlier that a corporal killed Mr. Stewart, that the corporal was in custody and that he would be brought before the court of officers today. Gen. Somoza's press secretary, Max Kelly, confirmed later that the suspect was Cpl. Brenes.

But the corporal, who said that he was the leader of the patrol at the roadblock, maintained in his testimony that he was not present during the incident.

Cpl. Brenes told the court that Mr. Stewart was killed by Pvt. Pedro Gonzalez. Cpl. Brenes said he heard a shot at the roadblock and went to the scene, where he said, Pvt. Gonzalez told him that he

had shot Mr. Stewart "because he had tried to run away."

Cpl. Brenes said that Mr. Stewart was shot to death as he tried to run away from the guardsmen, who stopped them at a roadblock. The ABC crew accompanying Mr. Stewart recorded the incident and their film clearly shows that Mr. Stewart was shot in the head while kneeling on the ground in front of the guardsman.

Newsman received the announcement at Gen. Somoza's command post with skepticism.

The guard said that Cpl. Brenes faced a possible court martial as Mr. Gonzalez's accomplice in Mr. Stewart's death.

Mr. Stewart's interpreter, Juan Espinosa, also was shot to death at the barricade, but it was not known if the same soldier was responsible for his death.

Pablo Piffer, 31, a Nicaraguan driver of the network crew, told the president of the board of inquiry, Manuel Sandino, that the soldiers ordered Mr. Stewart to "lay down on the ground with his hands in front of his head."

"The soldiers took three steps back and then came up and kicked the American journalist in the right side," Mr. Piffer said. "Then they ordered him to put his hands behind his neck and lay face down. He took another step back and shot him somewhere in the head."

Mr. Piffer said the soldiers brought Mr. Stewart's body to the van carrying the crew and said: "Do you know this dog?"

Mr. Piffer, who was allowed to leave Nicaragua after giving his testimony, said the soldiers realized that Mr. Stewart was a U.S. newsman and ordered Mr. Piffer to say that Mr. Stewart had been killed by a Sandinista sharpshooter.

## Exodus of Journalists

An estimated 50 foreign newsmen, 25 Latin Americans and 25 members of the three network camera crews headed for Managua's Las Mercedes Airport after the press conference and boarded a U.S. Air Force Hercules transport for the Canal Zone. Another 50 reporters and photographers elected to stay in Nicaragua.

Mr. Stewart's body was taken onto the Air Force plane for evacuation to the United States.

Gen. Somoza and President Carter both condemned the slaying of Mr. Stewart.

The ambush of four ammunition trucks yesterday by rebels firing Chinese-made RPG-7 rockets in the Barrio Paraiso of eastern Managua, held by guerrillas, was reported on Radio Sandino, the guerrillas' clandestine radio, and partially confirmed on the national guard radio.

Radio Sandino also said that four national guardsmen from the elite Gen. Somoza Combat Battalion had been captured in the ambush and that a guerrilla leader identified only as "Comandante Julio" was killed.

Gen. Somoza promised foreign reporters covering the civil war that they would not be harassed by his troops.

## Congressmen Outraged

WASHINGTON, June 21 (UPI) — Outraged at the slaying of Mr. Stewart, members of Congress today demanded the ouster of Gen. Somoza.

Sen. George McGovern, D-S.D., issued a statement indicating that he, Sen. Edward Kennedy, D-Mass., and the chairman of the Foreign Relations Committee, Sen. Frank Church, D-Idaho, have added their signatures to a letter by Sen. Edward Zorinsky, D-Neb., and Sen. Richard Lugar, R-Ind., asking Mr. Carter to press for Gen. Somoza's resignation.

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## Schmidt to See Kosygin

BONN, June 21 (AP) — Chancellor Helmut Schmidt will meet Soviet Premier Alexei Kosygin and East German Minister Andrei Grot Monday during a stopover in Bonn on his way to the Western summit conference in Tokyo, West German officials said today.



## Use Votes to Give Canal Panama by Year 2000

WASHINGTON, June 21 (UPI) — House today passed legislation to fund the Panama Canal to Panama by the year 2000, giving President Carter a policy victory that almost all of his administration's critics expected to easily pass.

The bill, which would allow the Panama Canal to be used for the transit of goods and passengers, was passed by a vote of 230 to 197.

The bill would allow the Panama Canal to be used for the transit of goods and passengers, which would have left the canal in confusion — the House had all negative amendments and passed.

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**OMINOUS** — The new Northrop RF-5E reconnaissance fighter sits up for a portrait on the test line at Palmdale, Calif. More than 3,300 jets of the F-5 family have been built and delivered to a number of allied countries, making it the most widely deployed U.S.-built supersonic aircraft.

## Heavier DC-10s Reported Free of Pylon Problems

WASHINGTON, June 21 (AP) — The airline industry says that studies show that there are no pylon problems in several models of DC-10s that are even heavier than the DC-10 that crashed in Chicago.

Industry officials are asking the Federal Aviation Administration to reverse its grounding of all DC-10s, or, in the alternative, the DC-10-30 and 40 series.

The plane that crashed in Chicago, killing 273 persons, was a DC-10-30. It was later found to have a crack in the pylon holding the engine to the wing. Similar cracks have been found on other DC-10-30 models.

But the National Air Carrier Association said that a report shows that no cracks have been found in 127 DC-10-30s and 30 DC-10-40s, which weigh 125,000 pounds more than the DC-10-30.

Report Submitted

Edward Driscoll, president of the air carrier association, submitted the report yesterday to a House subcommittee on aviation.

Mr. Driscoll said that the good report on the larger planes, "is the result of either a strengthened pylon area or the fact that the operators have followed approved maintenance procedures or both."

"I see no reason why these aircraft should not be returned to commercial operation immediately," he said.

But in Los Angeles, FAA Administrator Langhorne Bond said: "All I can say is that we will approve the planes to fly as soon as we are sure they are safe." He added that a draft report on airline maintenance of DC-10s should be finished next week.

In the meantime, he said that the United States will not rush to put DC-10s back in service simply because some European airlines have done so.

Planes Called Safe

WASHINGTON, June 21 (WP) — John Brizendine, president of the company that builds the DC-10s, told two subcommittees of the House Public Works and Transportation committee yesterday that property maintained, properly inspected DC-10s are safe airplanes and that the grounded U.S. fleet should be permitted to return to service.

However, Mr. Brizendine and other officials of the Douglas Aircraft Co. division of McDonnell Douglas said that they did not know why an engine and its support pylon came off the left wing of the DC-10 that crashed in Chicago.

Rep. Allen Ertel, D-Pa., said, "I'm amazed at your conclusion that the DC-10s should be returned to service. It doesn't make sense."

Carry the Load

Mr. Brizendine said that the DC-10 that crashed was carrying an "injured" part in the pylon assembly — a fact that investigators have confirmed. "I know a healthy part will not fail," he said.

At one point, he said, "The fail-safe requirement says that another part must carry the load [of the injured part]."

## Skylab Shifted to Gain Entry Flexibility

By Richard D. Lyons

WASHINGTON, June 21 (NYT) — The Skylab space station was maneuvered by ground command yesterday into a slightly different position, which space agency officials said would give them greater flexibility in controlling the vehicle's final re-entry location.

William O'Donnell, a spokesman for the National Aeronautics and Space Administration, said that the positioning of Skylab so that it offered more resistance to air molecules and was affected less by gravity had worked exactly as planned.

The attitude adjustment worked so well that, we probably won't do anything else until the day before re-entry," Mr. O'Donnell added.

Current predictions call for the 77-ton space station to fall into the atmosphere and disintegrate sometime next month, with July 16 being the most likely date.

Altitude 164 Miles

Skylab is at an altitude of 164 miles, falling 100 yards closer to Earth with each revolution around the planet.

Yesterday's maneuver was accomplished through the use of the spacecraft's thruster attitude control system, a series of small jets that shoot gaseous nitrogen to move the spacecraft about. The thruster system used about 720 pound-seconds of thrust in yesterday's change, leaving about 6,500 pound-seconds remaining.

Technically, yesterday's actions changed the spacecraft's torque equilibrium attitude so that the forces of atmospheric resistance were deliberately increased while those of gravity were lessened.

Astles Appears

In Uganda Court

KAMPALA, Uganda, June 21 (AP) — Robert Astles, the British-born aide long linked with the secret police of former Ugandan dictator Idi Amin, appeared in court here yesterday and pleaded not guilty to charges of armed robbery with violence, and theft of a motor vehicle.

Mr. Astles wore a prisoner's tunic and shorts. He and a former police officer are accused of stealing a truck in Kampala in January and taking clothes from a village family near the capital last July.

He fled the country when the Amin government collapsed in April after an invasion by Tanzanian and Ugandan-exile forces, but was extradited from Kenya less than two weeks ago on a murder charge on which he is expected to be tried. He is being held in the maximum-security wing of a Kampala prison.

Spain's Airline Pilots

Call Off Strike Plan

MADRID, June 21 (Reuters) — The pilots of the Spanish national airline, Iberia, today called off a proposed strike after reaching a three-year agreement with management on a cut in working hours, the Transport Ministry said.

The pilots said yesterday that they would go on strike June 30. They had been seeking parity in working hours with other European airlines.

## U.S. Recovers Almost \$500,000 From Pair Who Faked Tax Files

WASHINGTON, June 21 (WP) — The U.S. government has recovered almost \$500,000 from a couple in Switzerland accused of filing scores of false income-tax returns and having the tax refunds mailed to them overseas.

In return for the money, the federal government has agreed to stop extradition proceedings against Arno and Marlene Arndt and instead allow them to be tried in Switzerland.

The agreement was worked out in Switzerland between Swiss and U.S. authorities, headed by Raymond Banoun, an assistant U.S. attorney, of the fraud division here.

According to charges against them, the Arndts would create fictitious persons with fake jobs but real Social Security numbers. The returns, many of them listing identical fake salaries, would invariably ask for refunds to be sent to Swiss addresses.

If the refunds were slow in coming, the Arndts would make an appeal.

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Spain's Airline Pilots

Call Off Strike Plan

## U.S. Nuclear Warhead Set Off Under Desert

YUCCA FLAT, Nev., June 21 (UPI) — The United States has exploded a nuclear warhead 1,100 feet beneath the desert in the sixth publicly announced test this year.

The blast Tuesday, code-named Chess, had a yield of less than 20,000 kilotons, the lowest of the three strength classifications officials use in public statements.

U.S. Recovers Almost \$500,000 From Pair Who Faked Tax Files

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**Bobby Locke**  
at the Engadine  
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**U.S. Company  
Recalls Faulty  
Pacemakers**

BOSTON, June 21 (AP) — American Pacemaker Corp. announced today that it is recalling 552 pacemakers that have been implanted in the chests of people with heart trouble.

In a statement, the firm said that the model 1613 pacemakers "may contain defective transistors supplied by an outside vendor."

The pacemakers, which help regulate the heartbeat, should be removed from patients and replaced "in cases where it would be consistent with good patient management," the company said.

**Califano in Peking  
To Sign Health Pact**

PEKING, June 21 (UPI) — Health, Education and Welfare Secretary Joseph Califano arrived here today and promised to discuss his anti-smoking crusade with health officials of China.

Mr. Califano and the Chinese are expected to sign a protocol tomorrow for cooperation in the science and technology of medicine and public health.

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## Red Tape Strangles Search

## Burma Stifles Offshore Oil Exploration

By James P. Sterba  
RANGOON, Burma (NYT) — If all had gone according to plan, foreign drilling rigs would now be humming in the Gulf of Martaban, south of Rangoon, tapping offshore areas for oil that the government was counting on to overcome years of economic mismanagement.

But — to no one's surprise — nothing is happening in the gulf these days that has anything to do with searching for oil. And nothing is likely to happen soon, even though oil companies say that Burma has good offshore potential.

The problems lie not offshore but in Rangoon. In the close-knit oil industry, Burma has developed a bad reputation.

It is a significant black mark for Burma, which last year, in an effort to revive the economy, decided to seek foreign investment in the form of joint oil ventures with state-run corporations.

Six years ago, Burma invited oil companies to search for offshore oil. For the companies, it was a disaster: It took three years and \$120 million before they extricated themselves after having found a little gas and no oil.

The companies did not mind being given marginal areas in which to search. And \$120 million was not that much money. What soured them was the "green tape" — the hassles of dealing with a military-managed bureaucracy. But government officials apparently were not paying attention.

Thus, last October, Myanma, the state oil corporation, solicited foreign bids to explore offshore areas previously reserved for the government. It sent invitations to 55 companies, including 33 from the United States, and it expected them to rush in with offers. Only two, Shell and British Petroleum, nibbled.

Burma's inhospitable reputation appears to have spread to companies in other sectors as well. Even though the country is a virtually untapped storehouse of raw materials and foodstuffs, the government's decision to invite foreign investment has been followed by none of the eager influx of businessmen that occurred, for example, with China's recent opening to the West.

The China opening, in fact, may have cooled interest in Burmese oil. "The Chinese are both earnest and efficient," said an oil industry official in Singapore recently. "The Burmese government is suspicious and treats us like they're doing us a favor. And then it strangles us in green tape."

He said that exploratory wells, which cost \$2 million to \$3 million elsewhere in Asia, cost \$5 million to \$6 million in Burma during the mid-70s. Rigs costing thousands of dollars an hour to operate were often idle because spare parts, instead of being shipped directly from Singapore, were tied up in customs formalities in Rangoon.

Work crews on the rigs, paid top wages for their skills and assigned to the usual shifts of seven days on and seven days off, found themselves having to travel in and out of Burma through Rangoon rather than being ferried directly to Singapore. Morale crumbled.

"You mention Burma and they walk out of the office," an oil man in Singapore said. Before World War II, Burma produced from offshore wells about 24,000 barrels of oil a day. Today it produces about 31,000 barrels, and has achieved self-sufficiency by rationing petroleum products. Long lines at gasoline stations were commonplace long before the current oil crisis.

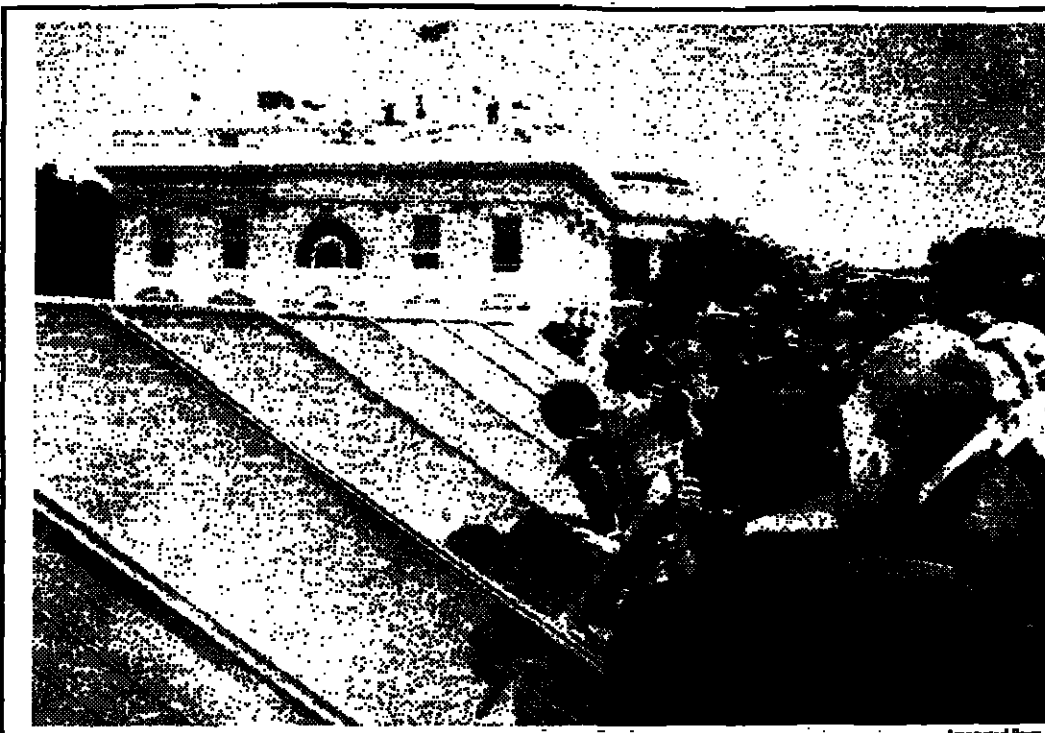
Burma's 32 million people make do in a year with what the same number of U.S. citizens use in a few hours. Because the government has not increased its refinery capacity since the war (although a new refinery is being built with Japanese aid), it finds itself with an excess of crude, which it is seeking to export.

**Yugoslav-Libyan Talks**  
BEIRUT, June 21 (UPI) — Abu Bakr Yunis Jaber, commander of the Libyan armed forces, conferred in Tripoli today with visiting Yugoslav Defense Minister Nikola Ljubich, who also visited the air defense headquarters and academy, Libyan radio said.

**Dissident Fined In East Germany**  
BERLIN, June 21 (UPI) — An East German court fined dissident Robert Havemann \$3,290 yesterday for publishing articles in the West criticizing the Communist regime.

The trial prompted a rare anti-government demonstration at the courthouse in Fuerstenwalde, outside East Berlin. "Long live Prof. Havemann!" a group of sympathizers shouted. "Keep on fighting!" "Youth is behind you!" Police reportedly arrested several persons.

Mr. Havemann, 69, a professor of chemistry who demands an end to "Stalin-type rule" in East Germany, was officially convicted of violating foreign exchange regulations by publishing in West Germany works banned in East Germany.



LET THE SUN SHINE IN — President Carter dedicates a solar power unit on the roof of the West Wing of the White House which will provide energy for hot water. Mr. Carter used the occasion Tuesday to announce a national goal of 20 percent dependence on solar energy and other renewable fuels by the year 2000. The program involves tax and other incentives.

## Driver Killed by Sniper

## Carter Asks Easing of Trucking Rules

WASHINGTON, June 21 (UPI) — President Carter asked Congress today for partial removal of federal regulations on the trucking industry, to end obstacles to competition that he said were costing consumers \$5 billion a year.

The plan, to be phased over three years, would ease geographic and load restrictions on the trucking industry and establish a range within which trucks could set their own rates.

Sen. Edward Kennedy, D-Mass., after initially opposing the administration on the issue, aligned with the White House and accepted an invitation to join Mr. Carter for the announcement.

Mr. Carter said that his Council on Wage and Price Stability estimated that consumers pay about \$5 billion extra each year because of existing regulations. "The trucking industry today is subject to perhaps

more complex, detailed and burdensome federal regulation than any other industry in the nation," Mr. Carter said. He added that the regulations subjected "one of our nation's most important industries to a mindless scheme of unnecessary government interference and control."

**Uniform Requirements**  
His proposal calls for a uniform size and weight requirement for all the states, a reform strongly urged by protesting independent truckers. At present, 10 states have used their option of imposing standards below federal regulations. That situation frequently causes difficulties, in some cases forcing drivers to take long, indirect routes.

The bill is part of the administration's drive toward regulatory reform. The overhaul of trucking regulations is similar to a reform already set in motion for the airline

industry — which has spurred competition and improved service, at least so far.

The plan would cut into the powers of the Interstate Commerce Commission and ease many of the controls during a three-year period. Officials said that the two main elements involved easing geographic limitations on where trucks can go, and load restrictions on what they can carry.

"It's going to take the ICC out of a lot of the decisions that could be handled better by the trucking industry," an administration official said. "It goes a long way in reducing a lot of the paperwork in ICC regulations."

**Trucker Killed**

NEW YORK, June 21 (AP) — A truck driver was shot and killed in Alabama yesterday, the first death in weeks of violence by striking independent truckers, who are protesting high fuel prices and a variety of federal and state regulations.

Strike leaders estimate that 40 percent to 75 percent of the country's 100,000 owner-operators have joined the shutdown. Many of the protesters would receive greater operating flexibility under the plan proposed by President Carter.

After the death of 31-year-old Robert Tate, Alabama Gov. Forrest James Jr. encouraged drivers to arm themselves and shoot back if attacked. "It's time to put the billy back in the billystick," Gov. James said. "I'd put a shotgun beside me and go . . . and I'd kill anybody that tries to stop me."

Snipers fired on at least 24 trucks in 13 states today. There were no reports of serious injuries. "We've had so many incidents to follow them all," a state trooper said in Massachusetts. Trucks were also shot at in Rhode Island, Connecticut, Pennsylvania, South Carolina, Kentucky, Minnesota, Utah, Oregon, Louisiana, Oklahoma, Mississippi and Indiana.

Florida Gov. Bob Graham declared a state of emergency today and called out the National Guard to assist gasoline and agriculture haulers. National Guard troops escorted gasoline tank trucks in Minnesota, and Illinois Gov. James Thompson said that he was considering calling out the Guard. After a sniper in Rhode Island fired bullets at a Getty oil tanker carrying 10,000 gallons of gasoline, the company last night installed bullet-proof windows on its trucks and offered to provide armed guards for the drivers.

**Desai Leaves Yugoslavia**  
PULA, Yugoslavia, June 21 (AP) — Prime Minister Morarji Desai of India left Yugoslavia today.

## Shortages Spread

## Odd-Even System Appears To Ease N.Y. Fuel Panic

By David Bird

NEW YORK, June 21 (NYT) — The system of odd-even gasoline sales that went into effect yesterday in the New York metropolitan area and all of Connecticut seemed to ease some of the panic buying that had led to long lines at service stations. But station operators said they were still running out of gas because supplies were inadequate.

The operators, who yesterday served motorists whose licenses ended in even numbers, attributed the long lines to those concerned about not getting enough gasoline to carry them through to the next even-numbered day — tomorrow, a day when severe problems usually develop as drivers try to fill their tanks for the weekend.

In New Jersey, where the odd-even rules did not go into effect statewide until today, worried motorists lined up to get a full tank before the deadline.

The situation was especially severe in northern New Jersey. Spot surveys in Bergen and Middlesex Counties showed that about 8 out of 10 stations were closed by mid-morning.

But on the Garden State Parkway, where the odd-even rule has been in effect since Tuesday, lines continued to be shorter than they had been before the restrictions went into effect.

**Other Areas Start**  
With the supply problem spreading along the East Coast, other areas began instituting the odd-even system. It went into effect today in the District of Columbia, northern Virginia and all of Maryland.

The long lines at many stations

in the New York metropolitan area early in the day later dwindled to three or four cars and in some cases there was no wait at all. There were still angry confrontations at some stations but in general tempers were reported to be quieter than they had been.

"It's much better," said a police officer in Brooklyn as he surveyed a line of 20 cars. "It was no worse yesterday. There's less tension. I think everybody got a message — let's stop panicking."

But in Norwich, Conn., the police arrested Mark Athage, an 18-year-old sailor stationed at Groton Navy Base, when he allegedly threatened a service-station operator with a gun after being refused gas for his car, which had Missouri license plates ending in odd number.

Many operators said they did like the idea of having to be the forerunners of the regulations, especially because some motorists attempted to circumvent the new rules.

**'We're Not Cops'**

"I'm not going to jeopardize safety," said Russ Murway at Exxon station in Seaford, N.J. "We're not cops. Let the cops do it."

But Mr. Murway, who is president of the Long Island City Retailers Association, said he had not heard of any serious incidents since the odd-even plan started.

Gov. Hugh Carey took a wait-and-see attitude. "I think it takes a week before we see the results," he said. "If people cooperate and use common sense, the lines will be under control in a week."

## U.S. Congress Sprouts 40 Bills

## In Stampede to Synthetic Fuels

WASHINGTON, June 21 (WP) — There is neither full moon nor dog-days heat to explain it, but a new mania is sweeping Capitol Hill — a fevered rush to synthetic fuels. As gasoline lines grow longer and political frustration builds, members of Congress are tramping on each other to promote synthetics.

House and Senate briefcases brim with bills — at least 40 so far — and the action is only beginning. Take yesterday, for example: A House Education and Labor subcommittee, ordinarily devoted to social concerns, ignored jurisdictional lines and cranked out a \$205-billion plan to produce synthetic fuels.

The Senate Energy Committee held an unusual early-morning session to take up multibillion-dollar synthetics proposals sponsored by chairman Henry Jackson, D-Wash., Majority Leader Robert Byrd, D-W.Va., and 18 others. Quick passage has been promised.

House leaders prepared to get a \$2-billion bill, geared to producing enough synthetic petroleum to meet military needs, to the floor next week. That measure, pushed by Rep. William Moorhead, D-Pa., may be broadened.

The problem has not been the technology for converting coal, oil shale, tar sands, grain or garbage into synthetic petroleum and gas. The technology has been around for years. The problem was that: long as petroleum prices and supplies remained reasonably stable the high cost of synthetic fuels had little appeal.

## Saudi Arabia Rules Out Raising Oil Production

(Continued from Page 1)

would not rule out the possibility that its country might be willing to raise its current production of 8.5 million barrels a day by 1 million barrels to make up for reduced Iranian output. But he coupled that with warnings that the industrialized nations must cut back their consumption. Yesterday, Prince Fahd, gave no support to the idea of a production increase.

"The Saudi government," he said with emphasis, "has not decided so far to increase production beyond the present 8.5 million barrels."

Asked whether there might be a decision to go up in the future, he replied: "I believe the capacity of the kingdom may not enable it to increase production beyond the 8.5 million barrels. If production is to be increased at all, this needs thorough research on the methods and instruments currently used."

**Almost Tripled**  
In the last 10 years, Saudi Arabia has almost tripled its oil production, from under 3 million barrels a day in 1969 to 8.5 million. This huge increase has been a principal factor in meeting growing world demand, and experts see little chance of significant increases in world supply now except through added Saudi production.

Coming on the market has been oil from new sources, such as Alaska's North Slope a few years ago and the new Mexican fields now. But they have just about matched declines in production from regions that have been producing as much as in the United States.

Prince Fahd said that he was not going to raise oil prices "to see to it that we do not eat the customer, but after all we only one country among 22 oil producing countries."

Noting that his country, holding the line at \$14.55 a barrel while others were charging far more, he said that "this is a stalling evidence that we do not want to exploit the situation, but we want to lessen the sharpness of oil crisis." The prince then said that the Saudi position at the next week would be to hold price increase to one "reason and moderate."

Diplomats here believe the Saudi government wants, if possible, to end the price leapfrogs and surges by offering a series of price increases that would be a world oil market in recent months. Prince Fahd confirmed that would be a prime Saudi objective at the Geneva meeting.

"Instructions have been given to the Saudi oil minister," he said, "that he should do his best to reach agreement on a unified price."

**Long Consideration**  
But, asked again whether Arabia might consider a price increase as a lever to other OPEC members toward firm price, he repeated his statement about the need for long consideration of any increase.

Sheikh Yamani, in an interview with Business Week, said that was a political element in the reluctance to increase prices. The apparent failure of the David approach to secure OPEC rights. "I do not think [yet] expect Saudi Arabia to increase production to a very high level added, "while we have the 100 million living in tents."

Prince Fahd, asked about statement, said yesterday: "Palestinian problem is not a question of an increase of oil production. The Arab nation, with its wealth, its resources, its capabilities, is behind the legitimate of the Palestinian people."

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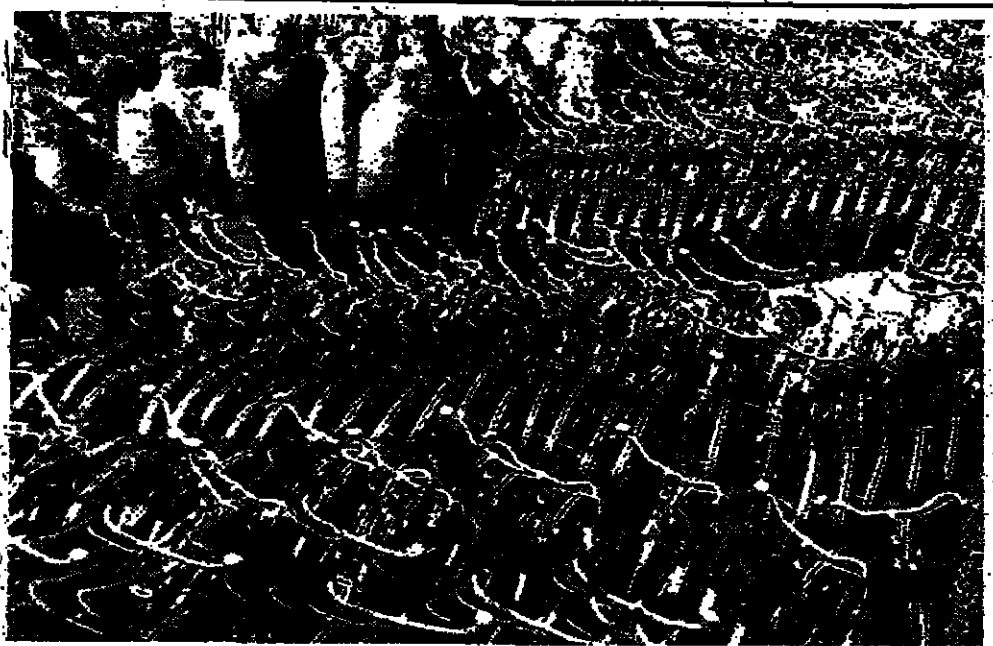
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**DAL-PEDDLERS** — Authorities in Bremen, West Germany, are trying again to solve city's traffic problem by making 250 bicycles available free to citizens wanting them. A last year was halted after a few weeks because 15 of the 60 bikes were stolen or ruined.

#### Stern Safety Inspectors

### Gray Gods' Judge Cars of W. Germany

By Harry Trimborn

BREMEN, June 21 — The main gray smock picked up a instrument and poked it into the underside of the car. "It will never do," he told the car owner as flakes of rusted to the floor. "It will be fixed before we can repair your car."

The man in the smock was an inspector for the Technischeische Vereinigung (Technical Union), West Germany's safety watchdog, whose seal of approval is virtually mandatory for any other products or products that could endanger life or the environment.

corrosion test is part of a car inspection system that off-ay is the toughest in the world. They say that it makes cars Germany's roads the safest.

TUV is a \$450-million-a-year, nonprofit agency and by the West German government to carry out certain functions on its behalf. In theory, inspections are only advisory, but other testing agencies in the country. But the TUV, which does more than 90 percent of safety inspections, has been so influential since it was established in 1866 to set safety standards in the boiler-making industry that its findings are accepted by a TUV official put it, "99.99 percent of the time."

Widespread government public support, yet many industrialists and businessmen consider it a nit-picking busybody standards for safety and environmental protection are so strict they harm the country's economy. We are always fighting with manufacturers," said Karl Lindackers, one of seven directors at the TUV's Rhineland headquarters here.

TUV combines the work of various U.S. public and private agencies devoted to safety, such as Occupational Safety and Health Administration, Underwriters Laboratories Inc., the state agencies that license motor vehicles and drivers, and the Nuclear Regulatory Commission. West German agency has far more influence than its U.S. counterparts, Mr. Lindackers said. "In fact, your agencies tell manufacturers and others involved in safety associated with safety to conform to safety regulations. In Germany we do the same — and then the TUV makes that they do."

is view was reflected in the of the man in the gray smock conducted a 148-point safety check every one of West Germany's 26.8 million automobiles and motorcycles must rough every two years. It is for inspections, conducted at test stations throughout the country.

that the TUV is best known to the public. No vehicle is allowed on the road without the little orange disc pasted on the rear license plate that shows that it has passed inspection.

#### No Speed Limit

A major reason for the tough safety standards, Mr. Lindackers said, is that there is no speed limit on West Germany's superhighways. "That's why the general safety and roadworthiness of our cars are higher than those in the United States," Mr. Lindackers said. "American cars are not designed for high speeds, but ours must withstand the forces of speeds much higher than the 55 mph limit you have in America."

Because the TUV's automobile inspectors are so tough, and because of their gray smocks, they are known as "gray gods." Said Gerd Cremer, manager of an inspection station outside Bonn: "If anyone is drunk at work or is convicted of any crime, he loses his job." So does any inspector found accepting a bribe — but that, Mr. Cremer said, almost never happens. He said that the inspectors refuse approval to more than one-third of the cars that pass through the TUV's stations.

Owners are allowed up to two months to correct failings. Failure to do so can result in suspension of a driver's license, heavy fines and, in extreme cases, jail terms. The fee for each inspection is about \$13.50.

#### Y.S. Yeshayahu, Former Speaker Of Knesset, Dies

TEL AVIV, June 21 (UPI) — Yisrael Shalom Yeshayahu, 69, former speaker of the Israeli Knesset (parliament), died of cancer yesterday.

Mr. Yeshayahu served as speaker of the Knesset for five years until his Labor Party was ousted from power by Prime Minister Menachem Begin's conservative Likud bloc in the 1977 election.

He served as minister of posts in 1966-1969 and was named secretary-general of the Labor Party in 1970.

Born in San'a, Yemen, April 14, 1910, Mr. Yeshayahu went to Israel in 1929. He was considered an authority on the history of the Yemenite Jewish community and wrote several books and numerous articles on the subject.

#### Patriarch Elias IV Muawad

DAMASCUS, June 21 (UPI) — The Greek Orthodox Patriarch of Antioch and all the Orient, Lebanese-born Patriarch Elias IV Muawad, 65, died today in Damascus, the headquarters of the patriarchate, Damascus Radio said.

#### Christian Democrats Battle

### Bonn Parties Split on Candidate

By John Vinocur

BONN, June 21 (NYT) — In daily installments greeted with about as much affection as junk mail, West Germans have been receiving reports for the last two weeks on the self-lacerating battle within the Christian Democratic parties about which they will choose as their candidate for chancellor in next year's national election.

The struggle has been a back-room, power-broker event, an exercise in disunity and bickering out of direct public view, but filtered in sufficient amounts to the news media so that some Christian Democratic officials fear that voters, particularly young people, are being alienated and embittered by the experience.

The candidates are Franz Josef Strauss, the conservative premier of Bavaria, who has been put forward by the Christian Social Union, the Christian Democrats' Bavarian sister party, and Ernst Albrecht, the more moderate premier of the state of Lower Saxony, who has the nominal backing of the national Christian Democratic leadership.

Since the candidacies were made known late last month, there has been virtually no discussion of specific platforms or points of view, and little debate about which man might win. Instead, a dominating factor has been the maneuvering among party professionals to secure long-term positions of strength that will outlast what public opinion polls unanimously show will be a victory by Chancellor Helmut Schmidt over either Mr. Strauss or Mr. Albrecht.

In the space of two weeks, newspaper readers could follow a series of stories in which anonymous leaders of the Christian Democratic Union denounced the party general secretary, Heiner Geissler, for talking too much; in which members of the party board of directors backed Mr. Albrecht's candidacy in public, but hinted privately that they would eventually come out for Mr. Strauss, and in which the mayor of Frankfurt, Walter Wallmann, attacked another member of the party's Federal Council, Richard von Weizsacker, for creating dissension.

#### Germany's Goldwater

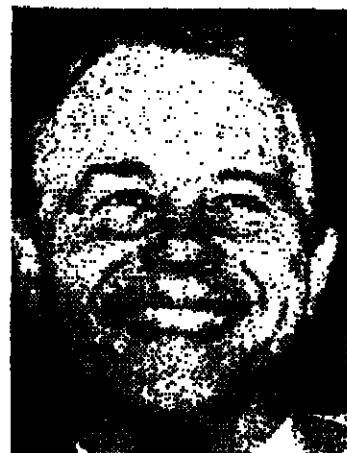
When there was a suggestion that it really might be more fair and democratic to put the candidacy question to a vote at a convention — the nominating procedures of the CDU and CSU do not provide for one — the idea roused little enthusiasm. Its main proponent, Alfred Dregger, the party leader in Hesse, was privately described as bringing up the idea because he felt he might get the nomination himself at a broad-based meeting to break the deadlock.

Among some Christian Demo-

crats familiar with U.S. politics, the situation here is being likened to that in 1964, when the Republican Party was confronted with Lyndon B. Johnson seeking his first term as an elected president. An adviser to a leading Christian Democratic politician, who made the analogy, said: "Johnson's popularity was so evident that you had a lot of people casting their eyes four years forward. So it's happened a bit here too, and we could get our own Goldwater in Mr. Strauss. Just as there were Republicans who wouldn't fight the nomination out of opportunism, we have people who are reacting the same way."

The strife and embarrassment within the Christian Democratic ranks has been magnified by a basic structural problem and by Mr. Strauss' particularly clever political gamesmanship. The structural problem comes from the ad hoc nomination procedure through which the CDU and CSU have united over the years on a single man to head a unified ticket in national parliamentary elections.

In the past, there has been a rough consensus within the parties on who that man would be and, as a result, little necessity to worry about what happens when opinions differ. Now, without a strong leader, or the prospect of a confrontation with the party rank and file at a nominating convention, the party's regional chiefs have found



Ernst Albrecht



Franz Josef Strauss

their own interests more important to defend than an image of unity.

Mr. Strauss, a politician of unusual dexterity, may have considered these contradictions when he decided suddenly last month to make himself available.

With the rest of Christian Democratic structure weakened because of the failure of Helmut Kohl, the party chairman, to impose himself as a chancellor candidate for a second time, Mr. Strauss is believed to have seen his opening. His basic tactic was to have his Christian Social Union make clear that it would run him at the head of a national ticket, breaking away from the usual common CDU-CSU slate, if Mr. Strauss did not receive joint backing.

Originally, an indication about how the internal struggle is moving was expected to come out of a joint

strategy meeting here tomorrow between the CDU and CSU. Now the situation appears too snarled to unravel immediately and bargaining is expected to go on into July. The longer the process lasts, the more it is expected to favor Mr. Strauss because Mr. Albrecht is described as unhappy with the stains of back-room politics and unwilling to be drenched in them.

If the squabbling has brought amusement to the Social Democratic-led coalition, the Christian Democrats have replied that a similar situation is only five years off for the Social Democrats. It is then when the Social Democrats will probably have to deal with a power struggle revolving around the likely retirements of Mr. Schmidt, Willy Brandt, the party chairman, and Herbert Wehner, its influential parliamentary whip.

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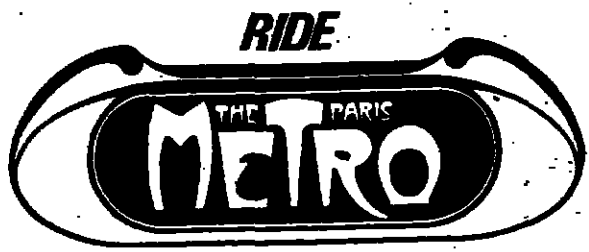
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# Weekend

If you want to keep out of summer traffic jams like this, there are some helpful suggestions on page 10W.

## Bullfighting

### One for the Show

By Harry Debelius

MADRID — Twelve thousand bulls and calves will have been stabbed to death in Spanish arenas and village squares by the year's end. But for dedicated aficionados, toreros, promoters and bullfighting concessionaires, their deaths will not have been in vain.

Bullfighting remains not only a big business but also a living institution. And those who are connected with it, like those who follow it closely, are not singing the bullfight blues.

Many people contend that the sport is threatened, that the bullfight is not the same as it used to be. But, then, it never was. There are no *figuras*, no outstanding personalities, today, the alarmists say. Perhaps they expect too much. Great matadors are not born every day. Besides, competent critics say, there are indeed fine fighters in Spain.

Rafael Campos de España, critic for *Radio Nacional*, speaks of "molinos maestros" like Santiago Martín, El Viti, whose performance on a good day goes down like a great well-aged wine. Rafael de Paula, whose best passes have the grace of ballet, and Francisco Rivera Paquirri, who at his best exercises an almost hypnotic power over the bull.

The pessimists will tell you there is no style left in the *fiesta brava*, that ever since Manuel Benítez — El Cordobés — skyrocketed to fame through a curious mixture of bravery and unorthodox leaps in the mid-1960s, the *fiesta* has gone downhill because newcomers have tried to imitate his jerky style.

Don't believe it. Belmonte was as revolutionary as El Cordobés in his time, and his unorthodox close-in manner of fighting was just as disconcerting. In fact, some considered it inelegant.

There are the *machistas* who lament the entry of women in the bullrings, claiming that if they draw crowds it is only because of the novelty, and that women have nothing to contribute to the *fiesta*.

They have short memories. Lady bullfighter Juanita Cruz, who became a full-fledged matadora in Mexico City in 1939, was good enough to appear on the same bill as Manolete at times.

At least one of the young women who have come to the rings since they were authorized to do so in the latter days of the Franco regime has won warm praise from critics and fellow toreros. She is Mariel Abienzar, petite and 20, whose history — she originally wanted to be a nun — continues the romantic tradition of the *corrida*. An accomplished *novillera*, or apprentice bullfighter, Abienzar is definitely past the stage of drawing crowds merely because she is a woman. She cuts ears regularly because of her pleasing style, not just her figure.

True, the calves she fights always seem to be specially chosen: relatively small animals with turned-in horns, animals which go straight for the cloth rather than let their attention wander. But, if — as everyone knows — the best paid male bullfighters often lay down the law about what bulls they will face, what is so surprising about Abienzar doing it?

THE ONCE NOBLE bull is not what it used to be, you will hear. Right, but the bulls were never perfect. They are different, better in some ways, worse in others. Not all of their defects are the result of greed or decay.

After almost two centuries of selective inbreeding (beginning with the Count of Bistahermosa's experiments), the Spanish fighting bull has become progressively more predictable in its actions. The pedigree has taken the guesswork out of the capework. The made-to-order bull fought in major fights today is beautiful, brave, angled, and at the same time, the inbreeding has taken out some of the wildness.

To make matters worse, today's fighting bull is no longer an "athlete." Economic reasons make the vast, largely uncultivated ranches of the past, where the bulls roamed and romped, feeding on natural products, prohibitively expensive today. The modern *toro bravo*, like modern man, finds his *lebensraum* restricted.

Today's bull is more pampered, too. No longer are young bulls allowed to fight among themselves, often to the death. Old-time cattlemen sold the meat of the losers and looked upon the fights as a kind of

natural selection which would improve the breed.

Today's breeder cannot afford that. The meat of a bull big enough to fight, even against another bull, is inferior in quality to that of specially raised beef cattle and brings a lower price.

Another modern development is that the fighting bull is artificially put in shape for his final battle with a special vitamin-packed diet shortly before he is shipped to the ring. It makes the bull look good, but it is not the same as the natural process which developed leaner, meaner animals. The bull will never be the same. It never was.

It is a fraud, they will tell you. The horns are "shaved," the bulls are beaten with sandbags to weaken their neck muscles. Such abuses continue, but most insiders agree that there is probably less of that now than there was in the prime of greatness like *Ava Gardner's* one-time hero, Luis Miguel Dominguín.

There are too many fights, you will hear. The tourists, with their lack of critical judgment, are causing the spectacle to degenerate.

Such opinions represent merely part of the truth. It is true that, in certain towns in particular, the tourist trade accounts for a considerable share of the gate. At the same time, highly critical and knowledgeable audiences still predominate in Madrid, Seville, Jerez, Bilbao, Ronda, Vitoria and many other places.

What the tourists have done is to provide the income basis for an expansion of the bullfight business, thus creating more opportunities for both experienced and aspiring bullfighters. Television seems to have had much less impact on the bullfights than it has on other spectacles.

Prices, you will be assured, are outlandish. So what else is new? The 3,500 pesetas (about \$53) which a *barrera* (ringside) ticket costs for a major fight in Madrid's monumental bullring, the cathedral of bullfighting, probably represents no more today than the 25 pesetas that it cost in Manolete's day.

An old Spanish poem says, "I sold my daughter's mattress to see *Espartaco*."

Somebody is bound to throw in the line about soccer being more popular. Discotheques draw more people than symphony concerts. There is no comparison. The bulls live on, because they keep on dying nobly. Change as it may, there is something enduring about this enigmatic Iberian sacrificial festival.

#### • If You Go...

Tourists often pay a lot more than they have to for bullfight tickets. Buying them from a hotel concierge often means paying as much as 40 percent more than the official price, and buying them from an agency means paying 20 percent more. Scalpers outside the ring on the day of a fight may ask double the value of the ticket.

The smartest way to get your tickets is to go to the official ticket office, usually at the bullring itself.

A good choice — not too far away from the action and not too uncomfortable — is *sol y sombra* (sun and shade), *tendido bajo* (lower stands). Such a ticket in the monumental ring of Madrid (row seven or eight) will cost from 350 to 1,150 pesetas (about \$5 to \$17).



The essence of bullfighting, as seen by Pablo Picasso.

### Three for the Way Some Bulls 'Win'

MADRID — Many people who are unfamiliar with the *corrida* tend to look upon it as a contest between the man and the bull, in which the animal inevitably loses. In fact, it is more an exhibition than a contest, but there are a few occasions when the bull "wins."

At the annual September bullfight in Jerez de la Frontera, the sherry town, there is a custom according to which a really exceptional bull may be "pardoned" — at the petition of the public — and allowed to spend the rest of its natural life roaming the pastures of its native ranch and siring other bulls. It only happens once every few years, and a bull must be truly outstanding to qualify.

There is another, temporary way out for the brave bull, but it is less comfortable for the torero. When all of the bullfighters on the schedule have been injured, a fight must be suspended, even if there are still some bulls to be killed. This happened at two of the 20 fights in Madrid's San Isidro series last month. On both occasions, the *corrida* had to be suspended before the fourth bull (out of six) had been killed, because all three matadors were in the infirmary.

The six matadors are all recovering satisfactorily, but not all of the bulls which were spared lived to fight another day. Although the animals which would have appeared fifth and sixth on the program

were sent back to the corral at the ring to await their appearance in another bullfight at a later date, the two bulls which were each number four on their respective programs did not fare so well. According to bullfight regulations, a bull which has been fought, however briefly, cannot be fought again, since it is considered too wise — presumably knowing the difference between the cloth and the man — and therefore too dangerous.

They are also too expensive to turn loose for the rest of their lives except in exceptional cases as in Jerez, so such bulls are killed in the corral or the butchery room of the ring, and their meat is sold.

—H.D.

### Two for a Comeback

MADRID — Bullfight fans are in for an exciting year. Two of the most famous bullfighters of modern times have announced that they will come back to the ring from retirement. The two, representing sharply contrasting tendencies in the *fiesta brava*, are the rags-to-riches "beast of the bullring," El Cordobés, and the man who became Ernest Hemingway's favorite torero, Antonio Ordóñez.

El Cordobés, whose real name is Manuel Benítez, was an illiterate semi-orphaned chicken thief in childhood and the world's highest paid entertainer in adulthood. He retired in 1972 as the most famous torero in history, despite the fact that his jerky, unorthodox style was not admired by critics. Since then, he has returned to a public ring only once, in 1978 in Seville, as the star of a benefit bullfight for aged toreros.

El Cordobés said on Spanish television that he will start his comeback in Benidorm July 22. He will be fighting in Valencia five days later and make about 15 other fights in Spain before going to South America, where he has reportedly contracted to take part in 20 to 25 fights. The first will take place in Lima. Other rings where he will fight include those at Quito and Bogota.

Surprisingly little publicity has been given to the comeback plans of Antonio Ordóñez, a fighter whose classic style and grace cause most taurine critics to rank him with the all-time greats. He hung up his suit of lights in 1971. Now over 50, he will end his retirement July 15 in a very demanding ring, the one at Jerez de la Frontera.

—H.D.

## Festivals

### A Weekend Shrimp Cocktail



A la cart: Bringing in the shrimp . . .



. . . fishermen on horseback have caught.

OOSTDUINKERKE, Belgium — A shrimp, so the Concise Oxford tells us, is either "an edible decapod crustacean, grey-green when alive, pink when boiled," or "a diminutive person." This Saturday and Sunday, there are sure to be, as everywhere, swarms of the latter in this small town on the coast near the French border. But the former will be center-stage. The occasion is an annual event city officials call the Festival of the Shrimp; since 1950, when some bright light at the town hall thought up the idea, it has been one of Belgium's major folkloric celebrations. Fishermen, mounted on horseback, wade into the sea and try to collect in huge nets as many shrimp as they can, thus recreating the ancient way of harvesting. A colorfully clad lot — oilskin coats, long rubber wading boots and yellow sou'westers on their heads — they take their hauls home, turn them from grey-green to pink and return to town and sell them to hungry townspeople and tourists. That's on Saturday; on Sunday, there is a parade. Belgians, who celebrate something almost as often as they work (there are more than 200 folklore happenings in Belgium each year), take their festivals seriously, so even the Festival of the Shrimp has its meaning — to pay homage to the noble Belgian fishermen, a hardy breed who used mules for harvesting shrimp before horses came along. "We thought of actually bringing mules to Oostduinkerke for the festival every year, to give the ceremony real authenticity," says a city spokesman. "But mules have become rare these days, and the cost of transporting those that still exist is much too high." This year, there is the horseback shrimp-harvesting competition at 6 p.m. Saturday. Toward 8, the shrimp will be cooked and sold to the public. From 10 a.m. to 5 p.m. the next day, the town will be one big market. The Sunday parade through the center of town begins at 4:30 p.m. Its name: the Procession of the Shrimp.

—GARY YERKEY.



The fete winds up with a parade.



Bullfight, as seen by Lucien T. 12, of Vallauris, one of the tributes to Picasso by children of the town.





## Food

## Chic Transit Gloria in London Restaurants

By Susan Heller Anderson

LONDON — Clubs are out, restaurants are in. The slow demise of English country life is paralleled by a revival of cafe society with pretty and sometimes famous people competing fiercely for the best tables in trendy restaurants, which have largely replaced the club in London's social order.

Londoners do not dine out for the food. They go to be seen, to be entertained by the passing parade in flattering surroundings. A restaurant's vogue depends on the frequency of mention in gossip columns (or sometimes the absence of mention), celebrity clients, decorative regulars and exotic settings. Food and service rank low among the priorities. Eating well in restaurants is not part of the national culture.

Visitors are thus faced with a choice: having a decent meal in dull surroundings or in an amusing setting. Here is a sampling of current in places.

Tante Claire was opened a year ago by the former chef at La Gavroche, considered by some one of London's best and certainly its costliest Gallic restaurant. With typical British reverse snobbery, Tante Claire, which serves French food in low-key, plush surroundings, attracts people who want to stay out of the papers and eat well besides.

"The undercover rich," explained a keen society-watcher, "who still have their inheritances."

Persons such as Princess Michael of Kent, Viscount Moore and Lord Weidenfeld might be seen here, as well as chic Mayfair and South Kensington residents.

The owner is in the kitchen and his wife in the dining room, a comforting, old-fashioned French arrangement. The printed menu is enlarged with daily specials that depend on the market. Tante Claire sometimes goes in for the sort of overcomplicated dishes that the English confuse with haute cuisine, and a recent visit proved that keeping it simple should be a major dictum of eating out in London. Roasted and sautéed preparations looked considerably more appetizing than the ragouts and fricassees, swimming in sauce.

A full meal without service and wine, which runs upward of \$10 a bottle for the cheapest vintage, is about \$23 a person. Reserve at least one day in advance for Tante Claire, 68 Royal Hospital Rd., 352-6045.

Brasseries in France purvey hearty, simple fare at reasonable prices, and Peter Langan's Brasserie in the heart of Piccadilly

is no exception. It attracts habitués, who may eat there several times weekly. "All London comes here," Mr. Langan stated. "We're the only restaurant that combines food, fashion and fun." Last month, for example, the photographer David Bailey, painter Francis Bacon and David Hockney, whose pictures line the walls and who designed the menu, are regulars.

A huge barn of a place decorated with dozens of paintings, posters and old-fashioned blade fans, Langan's displays whole wheels of Emmenthal and Stilton on an Anthony Caro sculpture.

You can get calf's liver cooked rare, some classic brasserie dishes such as sausage and potatoes, interesting first courses

Le Suquet has a vast variety of fish and shellfish, including sweet langoustines and plump English oysters. Dinner for two, with wine, is about \$50. Reserve two days ahead at Le Suquet, 104 Draycott Avenue, 581-1785.

Gossip columnists stalk the entry of Mr. Chow's for glimpses of London's public (as opposed to its private) beautiful people, the fashion crowd, showbiz celebrities and the titled. Lord Belfont, filmmaker Elliot Kasner, David Bailey, Ava Gardner, tycoon James Slater and Vidal Sassoon are regulars, drawn by Michael and Tina Chow.

Michael did the decor, which is witty and spare with a tubular steel staircase spiraling to the second floor. Silver "Peking

but has simpler dishes among the over-sauced specialties. The coffee is excellent, something to be thankful for in London. Dinner is about \$17 for two without wine. Thomas de Quincey, 36 Tavistock St., 240-3972.

A good Sunday night bet is La Famiglia, newly opened and most attractive with brick walls, plants and a pleasant back garden for summer evenings. This is no-nonsense Italian food that attracts the neighborhood literati such as Edna O'Brien, Brigitte Brophy and her husband, Michael Levey, who heads the National Gallery, and Laurens van der Post.

Pasta is homemade, and the grilled meats were more expertly prepared than sauced dishes. Creamy gorgonzola, decent wines, trendy people at reasonable prices, under \$10 including wine. La Famiglia, 7 Langton St., 351-0761, should be booked a day ahead on weekends for the front room or garden.

With a wonderful, authentic turn-of-the-century decor, Draycott's Wine Bar offers soups, salads and light lunches with decent wine sold by the glass. Polo players, the horsey set, the dog world, Harrod's shoppers — people with sturdy legs as it's mainly stand-up — frequent Draycott's, along with Dido and Cleo Goldsmith, Germaine Greer and Lady Pamela Hicks. Draycott's, 114 Draycott Ave., is cheap, about \$4 for watercress soup, whitebait and a glass of Macon blanc. Reservations not necessary.

Sambuca is chic only late at night, when it resembles a club of London's up-and-comers. Sambuca gets viscounts rather than earls, Jane Cailin, the designer Benny Ong and Gayle Hunnicutt.

DESIGNED by David Hicks, who eats there, too, the restaurant resembles a splendid rattan, trellised gazebo. Fresh Parmesan is grated directly over the pasta, a virtually unheard-of practice here. You must book at Sambuca, 6 Symons Street, 730-6571.

In vogue for many years and still going strong, San Lorenzo (22 Beauchamp Place, 584-1074) claims to make its own pasta, but has possibly never heard of garlic. Which is just as well since a lot of hot air is expelled in the effort to communicate in this very noisy place. Looking is easier, and there is plenty of good people-watching — Bianca Jagger, Vanessa Redgrave, Paloma Picasso when she is in town, Helmut Berger and a glittering crowd every night. You must reserve.

The New York Times



Detail from facade of Draycott's in London.

of quail eggs in a tartelette and fresh stuffed artichokes and reasonably priced wines for about \$12 for one, without wine. Meals at peak hours and after the theater should be booked in advance at Langan's, Stratton St., 493-6437.

Le Suquet is London's most glamorous seafood restaurant, with the fish and the clients flown in regularly from France. Baron Philippe de Rothschild and the Duchess of Bedford eat here, as do Englishmen having affairs with slim French women. A friendly, crowded place, Le Suquet is particularly inviting on Sundays, when most restaurants close.

Opened two years ago, it is decorated in Pierre Deux fabrics from Provence and wood beams in a sort of faux-rustique hodgepodge. "Small is beautiful" is the motto, says co-owner Alberto Bracci, who plans to keep it that way.

ducks" hang from rods, and the bow windows are curtained with metal chains. To be seated properly, one should ask for the main floor near the door at lunch, upstairs at dinner.

The food is northern Chinese adapted to English tastes, but there are some authentic dishes. Mr. Chow opens this fall in New York, but for the moment he's at 151 Knightsbridge, 589-7347. Reserve, always.

Near the Royal Opera house in an attractive renovated Covent Garden building, Thomas de Quincey has no opium but is a favorite watering hole of the music and dance world. On a good night you can see John Tooley, head of the Opera, Dirk Bogard, Zubin Mehta and Dames Margot Fonteyn and Ninette de Valois. Egon Ronay, the author of a British restaurant guide, is an habitué.

The menu is ambitious and often jussy

## Travel Notes



Entrance to Tangier's Socco Chico is not the hash center it used to be.

## The New Tangier

By Don A. Schanche

TANGIER, Morocco — Survivors of the once sizable international community that gave this ancient city its reputation for free-swinging romance and intrigue say that Tangier has lost its zest.

"There's not much you can say for it now except that it's drab," commented an American who first arrived when the streets thronged with prostitutes of both sexes, drugs were plentiful and cheap, and the dark side-street bars were trade centers for international smugglers.

Homosexuals from every continent settled here because of a tolerance then unknown in the world's major cities. Modern pirates, who made fortunes hijacking each other's shipments of smuggled luxury goods, abounded.

Wealthy recluses such as the late Barbara Hutton refurbished palaces and moved in to stay because living was gracious and privacy was assured. Artists and writers found it a congenial place to congregate and work.

Few such people remain today. A foreign community that once numbered more than 60,000 has shrunk to less than 6,000, with fewer than 300 Americans and about an equal number of Britons. Most of them form quiet and respectable families, who rarely venture beyond Tangier's excellent French and Spanish restaurants in search of pleasure.

There is only a little nostalgia for the time when Tangier could provide satisfaction for any craving.

"It has no resemblance to the old place at all," a retired British missionary, now in his 70s, complained. He said he missed the days between World War II and the early 1970s, when sinners were never in short supply.

A former Peace Corpsman — recalling the early 1970s when thousands of hippies

jammed the Socco Chico (little market) in the old quarter, sending aloft a blue haze of burned cannabis — returned recently and asked a friend to take him to the market "to watch the freaks."

There were none. Marijuana and hashish are too plentiful elsewhere to draw young people to Tangier, even though both are still easily found here and are inexpensive.

Rich settlers such as Miss Hutton pulled out a few years ago after Moroccan property and tax laws had gradually tightened, costing Tangier its special status as an international free zone.

The homosexuals, explained an American, gradually drifted away as their home countries awakened to gay liberation, and most of the prostitutes, male as well as female, disappeared, too.

The only illicit activity that still thrives, he said, is smuggling. But that has changed, too, acquiring a respectable facade by the legal shipments of low-cost goods through the nearby Spanish enclave of Ceuta, then into Tangier by truck. No longer do the smugglers' high-powered boats slip into and out of Tangier on their dangerous nighttime runs to Gibraltar and Spain.

Even drug smuggling has changed. Hashish and marijuana are major cash crops in the nearby Atlas Mountains, and agents from Tangier fly all over Europe (with Latin American competition, the U.S. market is not economical) calling on prospective wholesale buyers.

"I know one agent who spends over \$50,000 a year on air travel just to take orders for dope," the American said. "He makes payoffs to police and customs officials and ships the stuff out to places like Amsterdam as regular air freight."

Perhaps it is not just a historical oddity that, in 1844, the official title of the governor of nearby Tetouan, in the heart of cannabis-growing country, was "Hash-Hash."

Los Angeles Times

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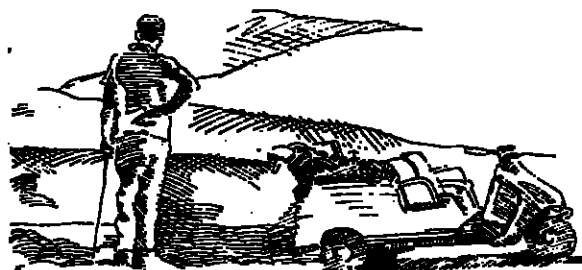
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## On the Road

## Beating the Summer Traffic Jams

IT IS ALL there on the government tourist posters: enchanting villages, sunny beaches, towering castles, still blue lakes, lush forests and intensely green hills. You can't resist driving there. And that's where your troubles begin.

Come July and August, millions of vacationers in cars turn much of Western Europe into a tangle of clogged arteries. Drivers paying \$2.15-\$2.50 a gallon for gas, their cars packed with people and gear, the summer heat beating down on their rooftops, stand a good chance of running into monumental traffic jams.

In Spain, they pay up to six cents a kilometer to use tollroads. In Britain, foreign drivers wade with driving on the left. In Italy, they converge in gigantic bottlenecks on Rome's access points.

Turnpikes are slowly increasing in southern countries, although few match the autobahn network of West Germany. But these in turn have created new problems as cars have proliferated.

Various Transport Ministries gear up well in advance for peak traffic days, and if you listen to their advice, you may still enjoy your holiday.

The French have invented the Bison Fute, or Cuning Buffalo, to guide you across their road system. Cuning Buffalo is an impish, comic-book Red Indian who represents a network of side roads, shortcuts and detours around bottlenecks. The Italian magazine Espresso published a map of side roads in its June 20 edition. Spanish police are preparing "Operation Exodus" and "Operation Return" to get you there and back without tears.

The basic advice, which may be obvious, but people don't seem to do it, is to buy a good map and avoid the major roads," says a spokesman for the Royal Automobile Club of Britain. The advice applies everywhere in Europe. Another obvious tip is to check the dates of major departures and returns from vacations, and leave a couple of days before or after.

Fortunately, while its highway network does not often match, say, that of California, Europe is a very car-conscious continent. Good maps are readily available (although not necessarily cheap). Every country has an automobile club that a visitor can learn from, and major cities invariably offer a telephone number you can call for help.

If you are a foreigner, remember that knowing the local habits is not enough. In some countries in summer, up to 40 percent of the cars are being driven by foreign tourists, many of whom do not know the eccentricities of drivers of other nationalities and are stubbornly unwilling to correct their own.

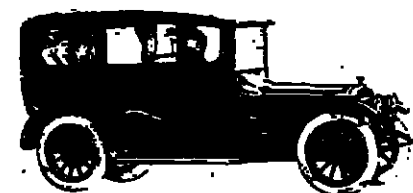
All of them are racing like mad in order not to lose a minute of their vacation. You

are up against overloaded vehicles with blocked rear-view mirrors, men and women who have been behind the wheel for more hours than they can remember, drivers whose screaming children or nagging spouses make the idea of driving off a cliff look attractive.

A driving holiday in Europe is no longer simply a matter of jumping in the flivver and "howling along country roads" as Mark Twain described it in simpler times. But it need not be purgatory. Here is a run-down of how to get around in some major European countries:

## France

TOURING by car can be a pleasure — if you avoid main roads. The French secondary road system is extensive, includes some of the loveliest roads in Europe — and is relative-



ly deserted, even when all of France seems hellbent for Spain or the Riviera.

The Transport Ministry has just computed the summer dates when roads will be most clogged and has come up with "orange days," which should be avoided if possible, and "red days," to be shunned absolutely. For departures, orange days are June 29, July 13, 27 and 29, and Aug. 1 and 3; red days are June 30, July 1, 14 and 28, and Aug. 4.

For returns, orange days are July 26, Aug. 23 and 31 and Sept. 1; red days are July 27 and 28, and Aug. 24 and 25.

The ministry expects the worst tieups along the A6 autoroute between Paris and Marseilles, with the worst bottlenecks around Lyons and Valencia; along Route Nationale (trunk road) 23, between Le Mans and Nantes; RN 20 between Orleans and Montauban; and RN 10 between Poitiers and the Spanish border. The French-Spanish border is prone to heavy tieups, especially at the two main crossing sites at Hendaye, on the Atlantic coast, and Le Perthus, near the Mediterranean. Border

points with other countries, however, are expected to be reasonably clear.

Philippe Leger, head of the team that devised Cuning Buffalo, estimates that 40 percent of drivers in France this summer will be foreigners, and the campaign literature has been translated and exported to neighboring countries. Cuning Buffalo offers alternative routes, called *lignes bis*, and detours around bottlenecks, called *itinéraires de délestage*. The 1979 Cuning Buffalo road map will be available free of charge at tourist centers, town halls and service stations throughout France.

For foreigners who know some French, a telephone service operates around the clock providing information on traffic and road conditions, weather forecasts, whether or not a given mountain pass is open, the price of various car ferries in France, and many other tidbits the inquiring driver might wish to know. The number in Paris is 858 33 33. For six other major French cities, consult the Cuning Buffalo map.

## Britain

FIRST THINGS first: They drive on the left-hand side of the road. It only takes a few days to get used to it, but always concentrate, and don't trust your reflexes until you feel left-hand driving coming naturally.

Heading for the country or seaside is a national pastime for Britons on any weekday, but the worst are "bank holiday" weekends, when many take Friday through Monday off. Two of these have already passed, causing monumental traffic jams on major roads.

The next comes Aug. 24-27, and only the masochistic will travel during prime time then.

The usual problem has been compounded this year by scarcities of gasoline. During the May bank holiday weekend, queues at motorway petrol stations — frequently 50 miles or more apart in Britain — tailed out onto the roadsides and caused jams 15 miles long in some areas.

"We hope that motorists have learned their lesson by now and will fill up before leaving," says a police officer. "There aren't many places in Britain that you can't reach with a full tank."

Almost any British resort area has weekend traffic problems, but police, the Royal Automobile Club and the Automobile Association say the worst are en route to the

Lake District in northern England, the south coast beaches and the "West Country" of Devon and Cornwall.

London, and the tangle of narrow, twisting, traffic-light-studded routes just south of the capital are best avoided if possible.

At Bristol, heavy weekend traffic from London is joined by another heavy stream from the north. As luck would have it, both of these flows tend to peak just about the time of the local rush hour. They blend into a crawling, short-tempered mass at the beginning of the M5 motorway, the main road into the West Country.

The Exeter area of southwest England holds dark memories for many holiday motorists. Auto club spokesmen also warn against the M5 and M27 in the south, the North-South M1, the M4 west of London, and the A30 and A38 in the West Country.

The Department of Transport singles out Fraddon on the Cornwall Peninsula among places to shun.

The RAC has just brought out two "navigator" books to help your country driving. One covers London and the south and the other the West Country. They cost 4.25 pounds (about \$8.50) each, from RAC House, Box 100, Landsdown Road, Croydon, England.

Other advice from the RAC: plot alternative routes in advance, study the British road sign system and keep the radio on for police and auto club traffic bulletins on the BBC and local stations.

The Department of Transport has holiday routes, designed for scenic pleasure combined with light traffic, in effect until September. They're marked with one-foot-square yellow signs with the letters HR, rimmed in black. Unfortunately, the department says, there are no signs on the motorways telling how to get on the holiday routes, and the leaflet listing them has already been printed.

Wales has a system of holiday routes marked with red heraldic lions.

Friday-night or Saturday-morning departures will land you in traffic jams. But on Saturday afternoon after 3, or on Sunday, you get a good clear run all the way through.

Up-to-date information is available to members, and members of affiliated clubs abroad, at ports and dozens of roadside stations.

You can get a one-year membership in the RAC, including a breakdown service that will haul you and your car to your destination, for 27.50 pounds (about \$45) from the RAC in Croydon.

During summer, the number of cars crossing the English Channel greatly increases, so reserve well in advance on a ferry service. The most popular these days is the regular Hovercraft shuttle from Calais and Boulogne to Dover.

## Italy

"TRAFFIC JAM," a recent film by Italian director Luigi Comencini, about a massive and mysterious traffic jam outside Rome, is primarily an allegory about Italian society. But anyone who experienced the 20-kilometer summer traffic jam outside Rome two years ago can guess where Comencini got his inspiration.

Traffic has long been a blight in many Italian cities, and pedestrian malls, enlarged traffic islands and complicated networks of one-way streets are being adopted to untangle the snarls caused by the narrow, winding medieval streets. But even the country's vast modern network of highways and autostradas (almost 6,000 kilometers of autostradas are in operation) is not immune from congestion. In fact, in the summer months of July and August, there are a series of hot points that Italian and foreign drivers should avoid.

Summer traffic is generally heavy on weekends when Italians throughout the country head for the sea or the lakes and return to their homes late Sunday night. But the big problem comes at the end of July and during the first two weeks of August. Usually, on the last weekend in July the Fiat automobile factory and most of the firms in the Italian north shut their doors for vacations of at least three weeks. Many of the workers are emigrants from the Italian south, others have chosen the sunny south for vacations. Officials at the Italian Autostrada Agency calculate that this year's exodus will begin July 28, and advises foreign visitors to stay away on that date.

The flow of traffic southward is intense (more so than the return trip, which is much more staggered), but there are several snarl points that make traveling even worse. Says Renzo Farina of the Italian Automobile Club: "Because of Italy's geography, a long narrow peninsula with a mountain range running smack down the middle, these snarl points are harder to avoid than in other countries where in terms of roads there are far more alternatives."

The worst point in the Italian network is Bologna, where the autostradas from Milan and the lake country, from Bolzano and the Brenner Pass, and from Trieste and the Adriatic converge. Another trouble spot is at the Roma-Nord exit, where travelers must pay tolls and take the GRA, or Gran Raccordo Anulare, that circles the capital before continuing their trip south.

The final hot point is Naples, even if traffic there has been somewhat eased ever since the opening two years ago of the Caserta-Salerno autostrada, which allows those heading further south to avoid the city. By July, the number of toll booths in the Naples area will also have been expanded from 10 to 16. The big traffic jam outside Rome two years ago appears to have been due largely to delays at the toll booths caused by the shortage of small change. That problem has since been overcome, but paying points are still a problem in Italy where eight different toll rates exist, tied to varying horsepower.

Italy's traffic problems are compounded by the fact that many people prefer the jams to traveling on lesser-known roads. "The 24-hour gas stations, bars, police patrols and road service arrangements give people a sense of security," says Benvenaga. "They panic when they think of taking another route."

According to Farina, the best things tourists can do are to avoid driving across the frontier on Sundays, to avoid travel on

weekends, and to inquire whenever possible about alternative itineraries. Enrico Benvenaga of the Societa Autostrade says tourists can call the automobile club's number — 4212 — from wherever they are in Italy and get up-to-the-minute information about traffic conditions and alternate routes. Road police also have this information.

## Spain

AS ONE of Europe's principal tourist destinations, Spain suffers from acute summertime congestion of its traffic arteries and from total circulatory collapse at certain times and places. Much has been done to correct this, but the remedies are only partial.

Any summer weekend here is likely to prove a headache to motorists. The worst are those beginning June 29, July 27 and Aug. 31. This is so because most Spaniards take one month of vacation — nearly always in the summer — and the peak months are July and August. August is the favorite.

Roads will also be jammed on the days just before Aug. 15 (which falls on Wednesday this year), when many French drivers are traveling to or from vacation spots on Spanish roads.

Many Spanish city families take the summer off, leaving father to swelter in the office while mother and the kids nip off to the beach or the mountains. Father, in that case, motors out to the holiday home every weekend he can, adding to the road congestion.

And, vacations or not, every Spanish family stuck in the city for even part of the summer takes to the roads on the weekends. Their cars, plus those of millions of foreigners who enter Spain in summer, jam the highways. Spain's beautiful new toll roads, which now connect many points on the north and east coasts, are recommended if you are in a hurry and can afford the price. But Spain's toll roads, with an average cost for an ordinary passenger car of from two to four pesetas (3 to 6 U.S. cents) per kilometer, are among the most expensive in the world.

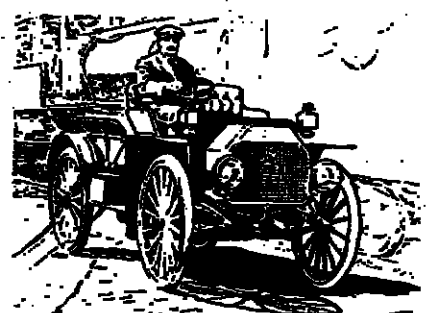
Principal nontoll routes are almost invariably well-surfaced, but they are usually narrow and winding and crammed with slow-moving trucks. The green-uniformed Guardia Civil, who patrol the country's roads, set up well-publicized "Operation Exodus" or "Operation Return" plans for these routes on all weekends on which heavy traffic is expected.

Such operations mean reserving some roads for one-way traffic only. That could cause some confusion for the non-Spaniard who is navigating only by road map and who finds himself forced to detour. In such cases, however, the detours are usually well marked. And although those who are heading against the main tide of traffic wind up on more bumpy, twisting roads, everybody is better off because the bottlenecks are mostly avoided.

A bright note for visitors from abroad as well as Spaniards is that no gasoline shortages are expected in Spain during the summer, and no rationing either. CAMPSA, the state petroleum monopoly, is reportedly prepared for a summer consumption boom.

Now the bad news: The current price of 96-octane gasoline, 37 pesetas per liter (or \$2.15 a U.S. gallon), is expected to go up again soon.

There are bypasses around many Spanish towns and cities now. Watch for the sign saying *Circunvalacion*, generally accompanied by an arrow indicating the turnoff for the bypass. A warning, however,



## Driving Tips

## Getting There in One Piece

HERE are some general driving tips from the German automobile club ADAC.

Night driving: Seems smart on the face of it. The driver faces less traffic, his children sleep and leave him in peace, his body circulation is better while his concentration is just as good as during daylight hours, and the air is cooler and easier on the driver.

The bad points are that the driver's vision is limited, and concentration tends to wane in the early morning hours. ADAC recommends driving at night only when the following precautions are taken:

Get plenty of sleep before an all-night drive; do not work all day and then drive all night.

Maintain a greater distance between yourself and the car ahead of you.

Take more breaks and use a relief driver.

In bad weather, driving conditions are significantly worse during the night.

Make sure windows and mirrors are spotless.

Coffee, tea or cola drinks do little to keep you alert. Forget about them. Thinking of them only makes you more tired.

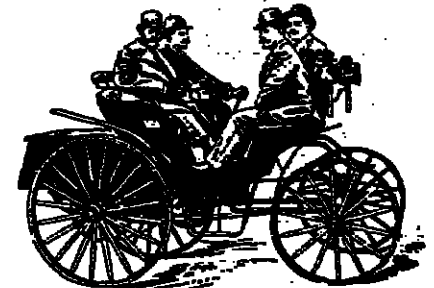
Tunnel and mountain driving:

Claustrophobic drivers should not drive through the tunnels of Switzerland, some of which are five kilometers long. When entering a tunnel, do not turn on your headlights immediately because the driver behind you might mistake your move for braking. Take off your sun glasses, turn down the radio, slow down and don't beep the horn.

Never pass in a tunnel, keep a good dis-

er: Any road in the vicinity of Madrid, Bilbao or Barcelona is likely to be jammed on a Sunday evening in the summer. That applies to some toll roads. Bumper-to-bumper jams often stretch 20 kilometers on the access roads to the big cities when Spanish weekenders are heading home.

There are advantages in driving at night. Highway traffic between midnight and 11 a.m. is much lighter than during the day. The temperatures are also much more bearable. The hot Spanish summer can be tough on cars as well as their occupants, particularly if the pace is slow.



## Germany

FOR GERMANS, travel is a passion. Every year, nearly half of West Germany's citizenry — about 24 million people (plus 10 million schoolchildren under the age of 14) — take at least one vacation. Of the 24 million over 14, about 11 million go to German vacation spots; some 13 million more head for countries beyond the border.

Not only do Germans pour south in summer, but Scandinavian and Benelux drivers use the toll-free German autobahns for a headlong rush to the sun. Approaches to passes are jammed and traffic often backs up for miles at frontier crossings.

Austria is Germany's favorite vacation spot. Some 3.8 million Germans drive there every summer and winter.

Most Germans prefer to drive to their vacation spot. About 15 million Germans take to the autobahns each year, primarily because they save money if their family is large.

Thanks to a system of staggered school vacations, summer traffic is somewhat more spread out than elsewhere. Even so, almost any day after schools let out in a populous region is a bad day to hit the autobahn. Germans take to the road in droves the same night or following morning. So rule one is to try to avoid those days. The same advice applies on the return.

Here is this summer's list of school vacations: North Rhine-Westphalia, June 21 through Aug. 4; Rheinland-Pfalz, July 5 through Aug. 15; Saarland, July 5 through Aug. 18; Schleswig-Holstein and Hesse, July 12 through Aug. 22; Hamburg, July 16 through Aug. 25; West Berlin and Bremen, July 19 through Sept. 1; Lower Saxony, July 19 through Aug. 29; Baden-Wuerttemberg, July 26 through Sept. 5; Bavaria, Aug. 1 through Sept. 17.

According to the German automobile club ADAC, drivers should avoid weekend traveling. Tuesday and Wednesday are the best days of the week to drive, the club says.

ADAC lists nine major points where long autobahn backups occur each summer: Oldenburg, Dortmund, Bad Hersfeld, Wuerzburg, Frankfurt, Nuremberg, Mannheim-Ludwigshafen, the Kempten pass and Munich. The club suggests that motorists traveling via the autobahn circumvent these major backup areas by taking alternate routes around the cities.

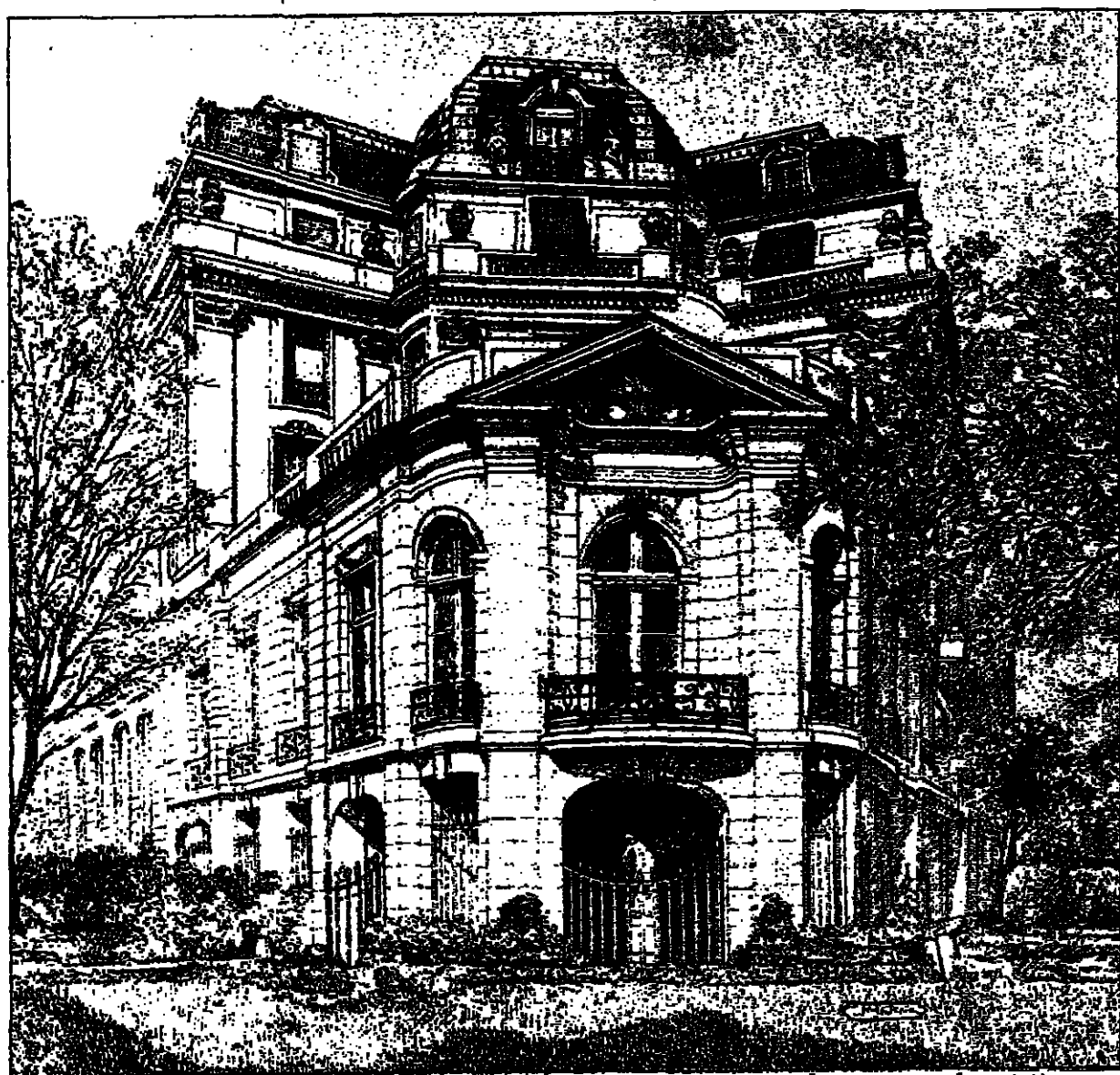
Usually, says ADAC, major backups will be marked far ahead with the word *Stau* (jam) on overpasses. Unless you want to wait it out, leave at the next exit and look for an alternate route before you get caught in the jam.

Many frontier points in Germany also have incredible backups over the summer, says ADAC, especially at main border crossings to Belgium, France, Holland, Austria and Switzerland.

One can avoid long waits at these borders by taking alternate border crossings or less traveled highways. ADAC puts out a folder on *Ausweichrouten* (for autobahns) and *Schleichwege* (for border crossings). You can pick them up free at any ADAC office, even if you're not a member.

This article was written from reporting by Richard Blystone, Harry Debelius, Dan Ehrlich, Sari Gilbert, Robert Skippon and Gale Wiley.

## The address



90, avenue Foch - Paris 16, 727 m<sup>2</sup> of living space - Ground floor 191 m<sup>2</sup> - Reception areas - 116 m<sup>2</sup> - Gardens 2,500 m<sup>2</sup> (over half an acre) - Servants' Quarters and utility areas 146 m<sup>2</sup> - 3-car Garage.

"One is not born Parisian, one becomes Parisian," said the wisest of French contemporary authors, Sacha Guitry.

The Town house at 90, avenue Foch offers its future owner the possibility of living on the most beautiful avenue in Paris, thus of becoming eminently Parisian. The windows of the house look out, on one side, towards the Bois de Boulogne where woods and gardens extend over 1,900 acres; and, on the other, towards the Arc de Triomphe, at once distant and close.

Built around 1910 for the personal use of Louis Renault, the famous automobile constructor, the house was occupied by his family until 1977. Many of the world's outstanding personalities were entertained in its vast salons.

One can hardly imagine a more Parisian introduction for someone looking for the most desirable address in the French capital.

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## Spot Oil Prices Dropping

By J.P. Smith  
HINGTON, June 21 (WP) — The world oil spot market dropped steadily since the beginning of the month, despite read expectations that the oil will raise its rates again.

Significance of the break in the market, the first sustained drop since February, was to differing interpretations. Some said the decline could be a sign of buyer resistance, others that it might be due to a temporary surplus, still others that supply and demand in the international market might be moving slowly toward equilibrium.

Prices, set in Rotterdam, for cargoes of crude oil to be loaded on a one-time basis, fell under a long-term contract and rise and fall depend on market conditions.

Iran shut off its oil exports January and February, spot have climbed far above the OPEC price. This has led the consuming countries to low spot prices are a deterrent to further OPEC sales.

**Gasoline Prices**  
oline prices peaked on the market at \$52.17 a 42-gallon barrel and have continued to fall. Tuesday, gasoline prices have fallen from a first of the month to \$45.80 when the market Tuesday.

temporary surplus or buyer resistance.

John Buckley, vice president of Northeast Petroleum, said that some oil brokers have had difficulty finding U.S. Gulf Coast buyers for high-priced cargoes of crude oil and products purchased abroad.

Mr. Buckley also expressed some surprise that the European price for crude oil, which peaked at nearly \$37 a barrel in recent weeks, dropped to about \$32.75 last Monday.

Elsewhere there were stories in some oil circles of traders and oil companies losing millions of dollars on cargoes for which they could not find buyers.

**Standard Oil**  
Standard Oil of Indiana chief economist Ted Eck said that market conditions might mean the end of \$35-a-barrel crude oil for a while. "I wouldn't be surprised to see some lower prices," he said. "A lot of people could be waiting to see if the Saudis increase oil production by 1 million barrels a day." Another factor, he said, is that "a lot of economies around the world are starting to slow down, which lowers demand."

A senior Energy Department official expressed perplexity yesterday over the falling trend in spot prices. "One possibility very clearly is that there could be enough supply building up in the pipeline, still another possibility is that we are seeing a lot of new price resistance from buyers," he said.

The Energy Department has estimated the range of the world oil shortage from 1.6 million to 2 million barrels a day out of a total daily consumption of about 54 million barrels a day.

**Chemical Found To Speed Flow Of Alaskan Oil**  
ANCHORAGE, Alaska, June 21 (UPI) — Scientists have developed a chemical agent that will increase the flow of crude oil through the Trans-Alaska pipeline by 200,000 barrels a day by the end of the year, a spokesman for Alyeska Pipeline Service said yesterday.

The chemical, called Conoco Drag Reduction agent, "reduces crude oil's resistance to flow by creating a temporary change in the oil's physical properties," the spokesman said. This allows the oil to flow faster without increasing the pressure in the pipeline beyond capacity.

The chemical has been tested for two years, he said.

**Dollar Continues to Fall, Despite Official Support**  
LONDON, June 21 (AP-DJ) — The dollar fell sharply against most major currencies in nervous trading today, despite continued official intervention by central banks.

Dealers reported that the Bundesbank, the Swiss National Bank and the New York Federal Reserve Bank all lent support to the dollar at various times during the day.

However, although the Swiss National Bank reportedly intervened in the morning to help the dollar, around midday a rumor spread through the market that the authorities had decided to temporarily refrain from intervening.

## IBM Innovations Cited Amdahl Takes Dive With Leasing Trend

NEW YORK, June 21 (AP-DJ) — If anyone is drawing a list of fallen angels in the glamour sector, Amdahl has to be among the leading candidates.

After successfully going toe-to-toe against International Business Machines at the top of the big-computer line, Amdahl has run into earnings problems and its shares have taken a beating in the stock market.

Amdahl stock touched a 12-month high of 7 1/4 last August. Last week the stock traded as low as 2 1/4 after the company disclosed that it might only break even in the current quarter and will produce a profit this year "materially below" the \$2.81 a share of 1978. The stock dropped 1 1/2 points last week alone, trading nearly 70 percent under its peak and 50 percent below its 1979 level.

Many analysts, including those still recommending Amdahl stock, have lowered substantially their earnings estimates or widened their estimate ranges to reflect the near-term uncertainties. And some analysts have reassessed the longer-term outlook along even more doubting lines.

A sharp swing to leasing of big computers, rather than buying, in the wake of aggressive price cutting and new product introductions by IBM is cited by analysts. Even IBM has been affected by the upsurge of leasing. "There's fear in the computer marketplace," said Peter Lieu of Arnold & S. Bleichroeder. "For users, the uncertainty is just overwhelming."

Amdahl still has staunch believers. "I have as much conviction in this company as I've ever had," said Peter Labe of Smith Barney. Harris Upham. "The near-term forces haven't changed or impaired the basic investment thesis. The essence of this thesis is that Amdahl is a fundamentally strong and technologically rich company that will enjoy substantial earnings growth in the early 1980s."

however, "I think the superstars will be disappointed. This is the time to do your homework and accumulate the stock. I'm a buyer."

Mr. Lieu, who was considered to be out on a limb by his colleagues when he cut his 1979 estimate in March to \$2.65 from \$3.50 believes that Amdahl will lose money in the second half. "My current 1979 estimate is \$1 to \$1.50 a share," he said, "and it's possible the company could earn as little as 50 cents a share. The difficult thing for Amdahl is that it doesn't control the external environment. IBM does, through pricing and introductions."

Duane Kirkpatrick of Dean Witter Reynolds also believes that "the outlook is obviously in IBM's hands. I still harbor the thought that IBM isn't likely to sit by and let this be a poor year for itself. If the propensity to lease can somehow be reversed, it will help Amdahl too."

Mr. Kirkpatrick remains cautious on Amdahl stock, however, and has it in a "hold" category. "Earnings this year could be anywhere from \$1 to \$2.50 a share," he said. He favors a \$2 estimate, with a rise to \$2.50 possible next year.

Clifford Madden, Amdahl's senior vice president-finance, declined comment on specific estimates. "We remain highly confident that, in the long run, we're going to be okay," he said. Leasing builds in a stream of future revenues, he said, and provides opportunities for conversion to sales in the future. "We're confident our repeat business, which represented 35 percent of 1978 results, will continue high."

The company expected leases to rise to 15 or 20 percent of Amdahl shipments but they are at about twice those rates. "Our philosophy is that we won't walk away from any business," he said. "If that means stepping up to more leasing, we'll do it."

## U.S. Shows Current Surplus

WASHINGTON, June 21 — The United States registered a \$157-million surplus in its international transactions in the first quarter, the first current-account surplus since the \$324 million in the fourth quarter of 1976: the Commerce Department reported today.

It also revised its estimate of the current-account deficit for past quarters, narrowing the red ink total to a seasonally adjusted \$313 million in last year's final period from the originally reported \$1.34 billion. The deficit for all of 1978 was cut to \$13.9 billion from the \$15.96 billion previously reported.

The 1978 revisions mean that the year is no longer a record — the \$14.1-billion deficit of 1977 was wider. U.S. officials have been projecting a current-account deficit of \$10 billion to \$11 billion this year, but a department analyst said he would anticipate officials would want to rethink those estimates in light of the first-quarter performance. He said it appears the current-account is moving toward surplus more rapidly than had been anticipated.

Treasury Undersecretary Anthony Solomon said that he was greatly encouraged by the current-account surplus. Significantly, four-fifths of the swing was in the merchandise trade account, with exports rising 34 percent and imports only 11 percent. "These data provide concrete evidence of the substantial improvement in the fundamentals of our position," Mr. Solomon said.

U.S. assets abroad, which had risen \$30.3 billion in the fourth quarter, rose \$6.2 billion in the first quarter, the department said. Claims on foreigners by U.S. banks fell \$5.8 billion in the latest quarter, compared with a record increase of \$22 billion in the previous quarter. The department attributed the shift to repayment of some previous dollar borrowings in light of the dollar's appreciation during the quarter, and to higher interest rates in the United States than abroad and the usual reversal of year-end transactions.

Foreign assets in the United States increased \$4.3 billion in the first quarter after rising \$29.2 billion in the fourth quarter. The slowdown resulted from an \$8.5-billion reduction in foreign official assets, reflecting intervention sales of dollars by several foreign central banks to support their own currencies, the department said. Foreign official assets rose \$18.8 billion in the fourth quarter.

**White House Rejects Bid To Ease Auto Fuel Rules**  
By Larry Kramer  
WASHINGTON, June 21 (WP) — Citing the gasoline crisis, the Carter administration yesterday rejected an automobile industry demand to weaken federal fuel efficiency standards for passenger cars in the early 1980s.

"I've got people all over this city in gas lines blocks long," Transportation Secretary Brock Adams said in announcing the government's decision. "We've got to maintain mobility in this country. We are in an energy crunch and it will continue."

He said that the nation will save 7.7 billion gallons of gasoline by keeping the standards. The decision was made despite months of industry lobbying to weaken the standards, including visits to the White House by the top executives of Ford, General Motors and Chrysler.

ago that they could meet the standards, which call for new car fleets to average 27.5 miles per gallon by 1985. In recent months, however, lobbyists have attempted to persuade the automakers told the Department of Transportation two years ago that the cost of meeting the standards would be highly inflationary when reflected in new car costs.

Transportation Department officials said that the White House was partially receptive to those arguments, because General Motors has been the largest and strongest supporter of the administration's wage and price guidelines. But ultimately Mr. Adams and Joan Claybrook, administrator of the National Highway Traffic Safety Administration, held firm. Supported by the fuel crisis, they were able to preserve the standards despite pressure from the White House and the Commerce Department, which had publicly supported industry arguments.

**NYSE Up, Money Data Off, Orders Rise**  
From Agency Dispatches  
NEW YORK, June 21 — Prices on the New York Stock Exchange advanced in active trading today, after being pleasantly surprised by news the U.S. current-account was in surplus in the first quarter.

Late in the session, the Commerce Department reported durable goods orders rose 2.3 percent in May after a revised 8.2-percent fall in April — revised from the decline of 8.7 percent reported a month ago. However, orders for non-defense capital goods were up just 0.7 percent. Analysts said the figures for the non-defense sector did not upset the view that the economy may be slowing.

Investors hope a slower pace of economic activity will ease upward pressures on interest rates. Stepped up orders for motor vehicles and parts and fabricated metal products were largely responsible for the \$1.8-billion increase in orders to \$79 billion. Some \$1 billion of the increase was in transportation equipment, with the biggest part of the gain in motor vehicles and parts. Most of the remaining \$800 million increase was attributed to the fabricated metals industries.

After the close, the New York Federal Reserve Bank reported that the narrowly-defined money supply, M-1, fell \$2.6 billion in the latest week after last week's record \$6.9-billion rise, producing an increase in the quarter ended Wednesday of 9.7 percent. The more broadly-defined M-2 was off \$800 million after rising \$8 billion a week earlier, for a quarterly rise of 9.7 percent also.

The Dow Jones industrial average added 3.81 at 843.64. Winners led losers 872-to-570. Volume on the Big Board rose to 36 million shares from yesterday's 33.79 million. IBM gained 3/4 to 73 3/4, its best performance in several days. AT&T added 1/4 at 58. GM 3/4 at 60 1/4. Du Pont 1 1/4 at 130 1/4 and Exxon 3/4 at 51 1/4.

Exxon began its bid for the (Continued on Page 14, Col. 8)

## EEC Parley Agrees to Hike Farm Prices, Except Milk

LUXEMBOURG, June 21 (UPI) — EEC agriculture ministers agreed today to raise farm prices, except for milk. 1.5 percent, officials said, and approved Britain's request for a 5-percent devaluation of the "green" pound.

The ministers, who have been discussing the price package since Monday, also decided to keep the tax on milk deliveries to dairies at the 0.5-percent level. The tax, called a co-responsibility levy, is to discourage farmers from increasing milk deliveries.

The EEC Commission, which had proposed a complete price freeze for the 1979-80 marketing year and a solid increase in the milk tax, made it clear that it was not happy with the decisions.

Finn Olav Gundelach, the commissioner for agriculture, said that it was "quite clear the package will not solve the problems" facing the Common Market in the agricultural field. He said that today's decisions would cost the community \$1.3 billion more than the commission proposals.

The commission had calculated that its proposals would have entailed a budgetary saving of \$97.5 million this year and \$390 million in the next few years.

The community has a "butter mountain" of about 450,000 tons, and a stockpile of about 440,000 tons of skimmed milk powder. The ministers agreed to review the situation in the fall if the surpluses continue to grow.

The ministers agreed that monetary compensations, which are used to offset fluctuations of national currencies against the common unit of account used to fix farm prices, will be cut by 1 percent in West Germany and 0.5 percent in the Netherlands, Belgium and Luxembourg.

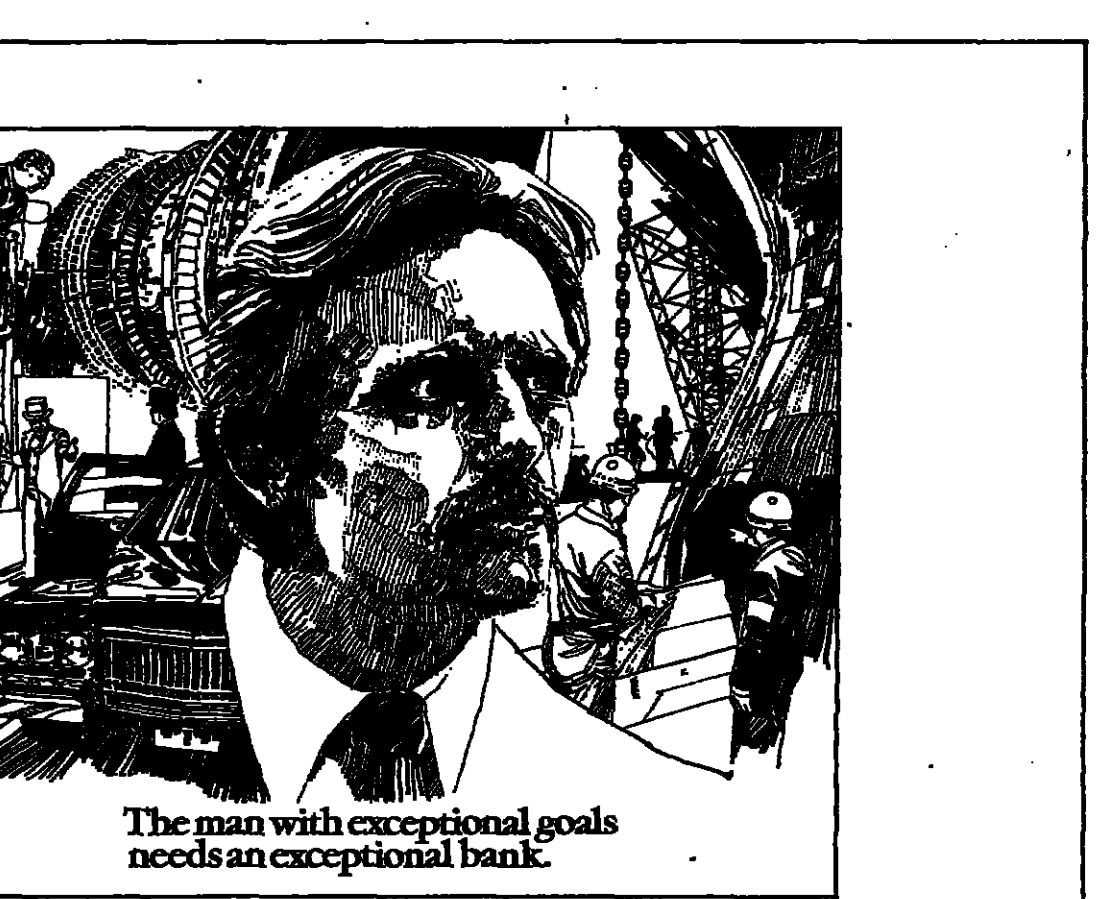
In countries whose currencies have risen against the unit of account, the monetary compensations are used as an export subsidy, while in countries where the currencies have dropped, they act as an export tax, thus trying to eliminate any competitive disadvantages or advantages resulting from monetary fluctuations.

**Company Reports**  
United States  
Beatrice Foods  
1st Quarter 1979  
Revenue..... 2,000. 1,700.  
Profits..... 72.15 63.67  
Per share..... 0.70 0.66  
Share dil..... 0.67 0.64

Commonwealth Edison  
Year May 31 1979  
Revenue..... 2,600. 2,300.  
Profits..... 308.74 275.22  
Per share..... 2.94 2.99

Jim Walter  
2nd Quarter 1979  
Revenue..... 508.40 447.70  
Profits..... 26.16 23.62  
Per share..... 1.51 1.36  
Share dil..... 1.45 1.31

Revenue..... 1,400. 1,220.  
Profits..... 69.10 58.34  
Per share..... 3.98 3.35  
Share dil..... 3.84 3.24



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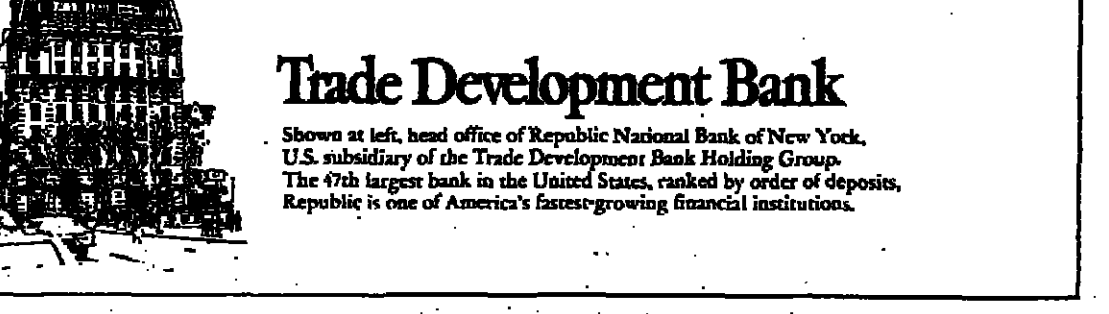
Secondly, our clients benefit from TDB's worldwide network of affiliates and correspondent banks. That includes not only the major financial centers, such as Geneva, London and Paris, but also a number of countries which, frankly, many other banks lack the first-hand knowledge to tackle properly.

What's more, we keep our back-office systems running abreast of our business. You may not notice this directly, but it shows up in quicker decisions and fewer errors.

So if you require exceptional banking facilities in the U.S., or most of the world's other financial centers, TDB Group banks are ready to serve you.

Trade Development Bank Holding Group: US\$ 53 billion in assets; US\$ 490 million in capital and loan funds employed, as of 31.12.78.

Key Group offices: Geneva, London, Paris, New York (Republic National Bank of New York). Other offices in Beirut, Bogotá, Buenos Aires, Caracas, Chisao, Frankfurt, Hong Kong, Luxembourg, Mexico City, Miami, Montevideo, Nassau, Panama City, Rio de Janeiro, São Paulo, Tokyo.



Shown at left, head office of Republic National Bank of New York, U.S. subsidiary of the Trade Development Bank Holding Group. The 47th largest bank in the United States, ranked by order of deposits, Republic is one of America's fastest-growing financial institutions.

## Governor of N.Y. Stoes Bank Bill

NEW YORK, June 21 (AP-DJ) — New York Gov. Hugh Carey ed legislation yesterday extending the regulatory authority of the banking board to cover takeovers of federally chartered banks.

## News and Notes

**Iran ended a contract with Amco** for construction of mining facilities in southeastern Iran, the state radio reported Thursday. The radio said investigations into the Amco contract showed that the U.S. firm had failed to keep promises on the speed of completion of the projects. It said a consortium of Fried. Krupp of West Germany and Mechim of Belgium, a Union Minière subsidiary, was asked to complete construction of a \$135-million copper refinery at the Sarcheshmeh complex.

**AEG Telefunken group** turnover slipped 5 percent in the first five months of this year, chairman Walter Cipa reports. But he says this trend is not representative for all of 1979, in which AEG expects a domestic sales rise of between 2-to-3 percent. Group incoming orders rose 3 percent in the first five months.

**Volvo of Sweden** and Valmet Oy of Finland tentatively have agreed to jointly produce and market a "Nordic" tractor for the 1980s and to cooperate on forest machinery, Volvo said. The agreement will be presented to workers, as required in Sweden, and to directors of the two concerns. Production of a common range of farm tractors, totaling more than 10,000 tractors annually, will be shared.

**Read Paper** must achieve profits of \$Can.25 million each year until 1985 before it can pay dividends, president Donald MacIver told a committee of the Ontario government. The committee has been attempting to force Read to begin a pollution control program at its pulp and paper mill at Dryden. Read earned \$Can.4.6 million in 1978, up from a loss of \$Can.19.9 million in 1977. Read has paid no dividends on common stock since October, 1976, and none on preferred stock since July, 1977.

**F.W. Woolworth** chairman Edward Gibbons said that he would not necessarily oppose any tender offer from Loews Corp. for the company's stock. But he said that he could not yet say whether any takeover bid would be in the best interest of shareholders. On June 5, Woolworth said that it had received notification that Loews might acquire up to 15 percent of its stock on the open market or otherwise. At the time, Loews owned about 300,000 to 600,000 of Woolworth's 29 million shares.



[illegible]

COMPANY	INDUS.	1979 HIGH-LOW	CLOS. PRICE June 21	HIGH-LOW MOON-WED.	P/E	YIELD (%)	EARN. PER SH.— 75, 76, 77	SHRS. OUTST. (000)	LATEST COMPANY NEWS
AQUITAINE.....	Petrol	767 - 300	819	767 - 751	10	2.1	83.00- 55.63c- 82.00	17,729	1978 net dividend payment of 1 c. of sh. 2.
BANQUE ROTHSCHILD	Bank	131.40 - 25	28.80	29.80 - 28.70	—	5.2	0.29- 1.72 - 2.15	13,284	Progress of banking operations of industrial subsidiaries in early 79.
BOUTYQUES.....	Construct.	985 - 704	925	925 - 915	11	3.0	25.92- 30.34c- 83.00c	600	As of June 18, distribution of free shares for each old one.
BSN GERVAIS DANONE	Gloss food	699 - 451.50	635	699 - 639	32	4.3	24.39- 20.12c- 20.10c	2,332	1978 gross profit = 46.2 MF vs. 13.8 MF in 1977.
CHARGEURS REUNIS	Shipping Air transp.	266 - 185	231	231 - 225	15	5.1	16.41- 13.94 - 15.60	1,866	1978 net dividend proposed 12.50 Fr. vs. 11.70 Fr. in 1977.
CHIMIQUE ROUTIERE	Public work	149 - 122	148	148 - 140	10	5.4	18.02- 24.40c- 14.30c	1,672	Alstom subsidiary contract 1958 for Cairo hotel construction.
CREDIT COM. DE FRANCE	Bank	153.50 - 125.80	152	153.50 - 153	11	5.3	15.85- 14.08c- 13.30	6,762	Union de Banques pour l'Espace 1978 net profit = 4,667,693 Fr. (+14)
CREUSOT-LOIRE	Heavy ind.	65.40 - 52	60	60.50 - 57.50	—	—	9.62 - 6.56c - —	3,684	78 parent company turnover (vs. 6,001 MF vs. 5,728 MF in 77) (+3)
EURAFRANCE	Holding	364 - 303	360	364 - 360	5	3.3	35.90c 54.30c- 69.50c	2,193	1978 net consol. profit = 19 vs. 152 MF in 1977 (+17.8%).
FERODO S.A.F.	Equip. Autom.	465.10 - 361	357	357 - 361	9	5.8	29.27 - 73.01c- 38.20	2,204	1978 net dividend proposed 26.70 francs.
IMETAL	Mining	82.50 - 52	70	74.50 - 71	7	5.4	2.44 - 21.51c- 10.32	7,944	1979 results will be positive 1978 dividend maintained of Fr. 3.00.
MATRA	Electronic	6200 - 4899	6170	6110 - 5900	18	0.6	66.41- 99.79 - 337.70	259	78 net profit = 150.9 MF vs. 87.51 MF (+72%). Dividend proposed 90.
MOET-HENNESSY	Beverag.	595 - 447	474	480 - 457	23	1.8	57.1 - 127.1c- 20.80c	3,158	1978 net dividend proposed Fr. 10.50 vs. Fr. 8.40 in 77 (+28%)
PECHNEY-UG. KUHLMANN	Chem/min	97 - 69	97.10	97 - 94.80	17	5.1	6.30 - 6.00c- 5.60	25,491	1979 consol. results will be substantially.
PSA PEUGEOT-CITROEN	Holding	481 - 313	339	342 - 325	3	3.4	42.79- 132.77 - 134.45c	12,312	1978 net dividend of Fr. vs. Fr. 11.50 in 1977 (+17.4%).
RAFFINAGE (Cie. Fr.)	Petrol	135 - 70.20	164	155 - 140	—	3.7	— - - -	5,450	1978 turnover = 17,647 (+1.4% vs. 1977).
REDOUTE	Mail order	567 - 440	480	479.50 - 471	10	3.8	45.57 - 47.86c- 48.00c	926	March 1, 78-Feb. 28, 79 net dividend 3,103 MF (+14.1%).
RHONE-POULENC	Chemicals	133.50 - 98	135	133.50 - 131.90	31	4.4	5.83 - 6.34 - 4.40c	18,941	1st qtr. 79 turnover up 15% vs. period 78 Net div. = Fr. 1 + 16.6
ROBECO	Invest. Corp.	368.70 - 336.40	336	341 - 338.10	—	10.7	(not relevant)	26,300	Report May 1979 JUS 35.5%, Net 11.4% w/o 6.6% Japan 13.1%, others 21.9% net
SKIS ROSSIGNOL	Ski manuf.	1960 - 1480	1495	1495 - 1480	21	1.5	75.76 - 87.46 - 70.00c	310	1978 net dividend proposed Fr. 26 (same as 1977)
THOMSON-BRANDT	Electron. Electronic	251 - 206	221	225 - 219	8	4.6	26.80 - 26.60 - 27.19	6,062	78 group consol net profit = 2001 vs. 336.8 MF in 77 (+9.5%)

(\*) Figures col. 3-9 refer to Cie. du Nord.  
 (b) Tax credit not included.  
 c. Consolidated.







## U.S. Commodity Prices

NEW YORK FUTURES | CHICAGO FUTURES

[illegible]

57.59	+ .58	Jun	91-00	91-03	90-25
57.25	+ .73	Sep	90-29	90-31	90-27
56.26	+ .53	Dec	90-26	90-27	90-18
59.22	+ .52	Mar	90-16	90-21	90-16
70.37	+ .72		90-18	90-19	90-11

92.10	+ .92	Jan	90-17	90-17	90-15
91.38	+1.45	Sep	90-12	90-15	90-12
90.79	+1.28	Dec			
		Mar	90-11	90-11	90-11

Wed. 27.642.

Sales Wed. 7.3

[illegible]

	Dec	Jan	Feb	Mar
0.55 + .13				
6.57 - .28		N.T.	N.T.	N.T.
4.45 + .37	YEN			
6.72 + .37	Sep	4627	4665	4679
8.48 - .07	Dec	4572	4722	4678

9.55	+ .05	Mar	4723	4770	4715
3.50	+ .20	Initial 0.00 omitted			
3.85	+ .45	STERLING			

FRENCH LIMITED LIABILITY COMPANY WITH A SHARE CAPITAL OF F.R. 212,566,700		ADVERTISMENT		LONDON METALS MARKET		THURSDAY'S	
REGISTERED OFFICE & Rue Caillion - 75002 PARIS		THE DAI'EI, INC. (COR'Y)		Total open Interest Wed. 19,134, or 342 from Tues.		Dec 0.5905 0.5525 0.5500 0.5200 Nov 0.5920 0.5530 0.5500 0.5500 0.5500 June 0.5617 0.5615 0.5617 0.5615	
NOTICE OF MEETING		Dow Jones Averages		London Metals Market		Thursday's	

## New Highs and

1.00	902.00	Ammax Inc 3	GulfUtdCo	SC
7.00	918.00	Ammax 5.25pf	Heda Mns	Sa
		Ammax 3pf	INAc 1.90pf	Sa
		AmGen Inc	ImaxCo	En

BANQUE DE L'UNION EUROPEENNE (Paris);		NEW YORK (AP)—		Closing Prices, June 21, 1979		London Commodities		NEW ROADS—II	
WESTDEUTSCHE LANDESBANK GROSZENTRALE		The following list of S&P 500 companies has been selected from the New York Times, June 21, 1979, page C1.		Crawford 15 16		(Prices in the first two metrics ton)		AM Airline	
(Düsseldorf & New York City)		The Dal'Pa, Inc. each repr. 25 sh., will be payable with Dala, 1.46 net (dist. per record date 28-2-1979; gross Yen 7.50) plus after deduction of 15% Japanese tax = Yen 28.12		Crown 15 16		Hops: Low		Adt	
ALGERIEN BANK NEDERLAND N.V. (Amsterdam);		June 26 124.79		Crown 15 16		Class		Air	
BANQUE BRUXELLES LAMBERT S.A. (Brussels);		June 27 124.79		Crown 15 16		Previous		Cdn	
BARCLAYS BANK LIMITED (London);		June 28 124.79		Crown 15 16		(Cdn)		Cdn	
		June 29 124.79		Crown 15 16				Cdn	
		June 30 124.79		Crown 15 16				Cdn	
		July 1 124.79		Crown 15 16				Cdn	
		July 2 124.79		Crown 15 16				Cdn	
		July 3 124.79		Crown 15 16				Cdn	
		July 4 124.79		Crown 15 16				Cdn	
		July 5 124.79		Crown 15 16				Cdn	
		July 6 124.79		Crown 15 16				Cdn	
		July 7 124.79		Crown 15 16				Cdn	
		July 8 124.79		Crown 15 16				Cdn	
		July 9 124.79		Crown 15 16				Cdn	
		July 10 124.79		Crown 15 16				Cdn	
		July 11 124.79		Crown 15 16				Cdn	
		July 12 124.79		Crown 15 16				Cdn	
		July 13 124.79		Crown 15 16				Cdn	
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		July 16 124.79		Crown 15 16				Cdn	
		July 17 124.79		Crown 15 16				Cdn	
		July 18 124.79		Crown 15 16				Cdn	
		July 19 124.79		Crown 15 16				Cdn	
		July 20 124.79		Crown 15 16				Cdn	

5.50	785.60	General Mills	Minute Tapioca	100
4.95	109.00	Camp Dresser &	Nabisco	
3.20	113.30			
3.45	118.00			

1.15	121.20
1.40	124.85
1.15	128.40

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were higher and soybeans. Hot, dry weather in the East rope again attracted good

support in the grains and  
futures, with seasonal  
reached in all contracts. B

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respectively.

the 1990s, the number of people in the world who are illiterate has increased from 1.2 billion to 1.5 billion. The number of illiterate people in the world is expected to reach 1.7 billion by the year 2015. The number of illiterate people in the world is expected to reach 1.7 billion by the year 2015.















Observer

Mary Blume

## Married Bliss

By Russell Baker

NEW YORK — Advice to a young woman on the threshold of marriage:

1. Leave a husband alone when he's watching baseball and he'll leave you alone when you're watching the Miss America pageant.

2. Always watch the Academy Awards and the Super Bowl together so you'll have something to talk about.

3. Don't start complaining about the cockroaches when he wants to be praised.

4. When you wish he were a little bit more like Cary Grant don't mention it to him.

5. Wait until after breakfast to tell him you've decided to redecorate the living room.

6. Before quarreling about money take the gun out of the bedside table and lock it in the safe-deposit box at the bank.

7. If you're going to make a habit of complaining because he leaves dirty socks on the bedroom floor, get in the habit of always putting the cap back on the footpaste tube.

8. Nag him constantly about taking better care of his health if you want to be constantly reminded how much better you'd feel if you lost a few pounds.

9. Never blame a husband for having relatives and most husbands won't blame you.

10. Wait until after breakfast to tell him the plumber sent a bill for \$398.

11. If birthdays are more important to you than Christmas and the Fourth of July combined, put a Christmas tree wrapped in red, white and blue bunting in the living room several days before you want to receive gifts.

12. Don't complain that he doesn't take his turn washing the dishes unless you take your turn emptying the cat box.

13. If you want to get a husband out of the house chasing divorcees and widows, always read a Gothic novel at the dinner table.

14. Never cut your toenails while watching television unless you want a husband who belches during the Academy Awards.

15. Wait until after breakfast to tell him what he said last night to a whole roomful of people after the third martini.

16. Don't try to improve his mind and he won't try to teach you about basketball.

17. Leave both your minds alone or you'll ruin the Super Bowl arguing whether you ought to be reading Heidegger or getting in touch with esotericism instead of wasting time on television.

18. Take the trouble to find a decent mustard for his pastriani and he'll take the trouble to buy a better grade of rye.

19. When you want to move someplace more expensive, don't blame it on the cockroaches and he won't disappoint you by settling for a phone call to the exterminator.

20. When you run out of things to argue about, have a baby so you can argue about who has the most influential genes.

21. If a double chin appears in the house one day, pretend it's not there until a second one arrives to keep it company. Otherwise, you get into arguments about who isn't the least bit like Cary Grant and who isn't the least bit like the divorcee in that roomful of people last night after the second martini.

22. Unless you like to hear a husband whine with self-pity on long automobile trips, learn to drive.

23. Don't surprise him with a new hair color when he arrives home and he won't be tempted to surprise you by coming back from Los Angeles with a new face lift. (This is for later married life when you always watch Lawrence Welk together so you'll have something to talk about.)

24. Don't ask him if he loves you when he wants to talk about Richard Nixon or complain about cockroaches, and someday he'll remember that you didn't tell him you love him and hand you a birthday present, three days late.



Baker

## Harold Prince

*'It's a goddamn good thing that "Sweeney Todd" is a hit so that other people can write audacious musicals.'*

LONDON (IHT) — "The more you've been around the less you understand," said Harold Prince, who is Broadway's leading director of musical comedies. "You may as well understand that you don't understand."

His latest surprise was "Sweeney Todd," which was written by Stephen Sondheim and Hugh Wheeler. Prince's usual collaborators. "This one was Steve's idea. I said OK but I hope you don't think it's going to be anything but an artistic event." "Sweeney Todd" just won nine Tony awards, breaking the previous Sondheim-Wheeler-Prince record of six Tonys for "A Little Night Music."

"Sweeney Todd," which is about a London barber whose customers end up in meat pies, was a bit slow to catch on, Prince says. "The reviews were terrific but in each instance they would tell the public what it was about without adding that they would also have a good time. And Steve and I did it a great disservice in interviews. We said it's about impotence and the rage that goes with it. No one wants to see that. And a musical yet."

## 'Terrible Trap'

Obviously everyone wants a hit but one should never try desperately for one. Prince says: "It's a terrible trap because no one knows what makes money. There are no patterns."

Still, there are trends. Total dependence on Broadway is no longer financially feasible. Last year Prince made his London directing debut with "Evita," by the authors of "Jesus Christ, Superstar." An "Evita" company is currently playing a 16-week run in a huge Los Angeles theater, then will go to San Francisco before opening on Broadway in September.

In the old days a show's tryouts were limited to Boston and New Haven. Now Prince reckons that a long pre-Broadway stint not only helps box office but gives a show time to break in.

"I have nothing against the truncated schedule of getting a show on in four or five weeks. I've done it six months in the past. I wouldn't know what to do with it. But a show hits its stride two or three months after it opens. I saw 'Sweeney Todd' the other day. It is now the show I would have liked to have opened with."

Hal Prince wears a white knit shirt, white



Director Prince

"There are no patterns."

slacks and a closely cropped white beard. He may be the savviest guy on Broadway but he still has the ebullience of the boy wonder who was known, inevitably, as Prince Hal. He had come to London to cast a replacement for the role of Juan Peron in "Evita," a task most directors might relegate to an assistant.

"Axiomatically, the replacements can represent a compromise but why should they?" he said. "You can cast a show better a year later."

"What I really believe is if you put your name on a show you are responsible for it. In the old days Cole Porter would write a score and go away. If you needed him, he was in the south of France. You can't do that the way musicals are made these days."

The change in musical theater is largely the work of Sondheim and Wheeler and Prince.

"It's a goddamn good thing that 'Sweeney Todd' is a hit so that other people can write audacious musicals," Prince said. The trio has had its flops — "Follies," "Pacific Overtures" — but has proved that a musical need not be commercial to be a hit.

"Sweeney Todd" cost \$1.5 million and, Prince points out, has eight producers and 260 backers and a cast of only 34. In the future he hopes that small and lively opera companies such as the Santa Fe will put on musicals before Broadway, thus cutting down the initial financial outlay.

Also, the fact that the National Council of the Arts has — partly through Prince's lobbying — created a new division called opera-musical theater should make government and foundation funding easier to come by for noncommercial musicals. And it will erase the distinction between musical comedy and opera. "Bohème" and "Traviata" were musicals in their time, they were like "Oklahoma." Prince said.

Next season, after "Evita" on Broadway, Prince will direct "La Traviata" and "Silbersee." A Kurt Weill opera that he says no one has seen. "Lenny" gave it to me. She said we did it and Hitler threw us out. I never got it clear whether they did one performance or no performance."

## Chekhov's Rhythm

Although he is identified with musicals Prince has directed plenty of straight plays. "The Visit" — I had a wonderful time with that, it's sort of musical without music. I suppose I'll never do my favorite playwright, Chekhov. The whole rhythm is something I haven't had experience with and I'm sort of impatient with. Also, it's what the theater can do that movies or television can't do. There's no doubt that a beautiful production of Chekhov could be on television, in fact it's been done. But the theater has something no one else has, and that's what makes success."

Hal Prince went to work for the veteran director George Abbott after graduating from college in 1948. His name is on such commercial hits as "Pajama Game," "Damn Yankees" and "Fiddler on the Roof" and his career is unusual in that he started as a highly commercial producer and then became a director increasingly devoted to art with a capital A.

"I used to call myself Business Boy. I wore a brush cut and a little old man's gray suit from Brooks Brothers. With a vest yet. The change occurred very suddenly."

"I had two flops and my partner dropped dead of a heart attack. There I was alone with nothing on Broadway and no one to talk to. I think there is fate — I believe more in the Greek gods than in any others. I married someone who would never have married Business Boy. I knew she was smart, I wondered who she thought I was. She was interested in art, she is an artist."

"I am not much younger now, I think I've gained self-respect and intelligence, qualities I didn't know I had. I didn't know what I did have, except drive. It's so much easier to live now," he said.

## Baryshnikov to Return To ABT as Director

which it seemed to be coming out against the Bible, the Air Force gave an honorable discharge to an airman. The controversy had reached a point at which the airman, Steve Ristau, had threatened to sue the Air Force to force it to allow him to carry and read his pocket Bible while standing guard duty. The airman, a member of the Air Force Base in Idaho, maintained that rules against reading the Bible while on duty were "an infringement of religious freedom."

He said that "all this wouldn't have happened if it had been Playboy: I was reading," but the Air Force countered that the rule applied to all reading matter, from the Bible to Playboy. Ristau, a Southern Baptist who calls himself a born-again Christian, said he decided to accept "the honorable discharge rather than file suit against the Air Force because he wanted to study for the ministry."

Eugene Ormandy, 79, conductor of the Philadelphia Orchestra, is reported resting comfortably at Pennsylvania Hospital where he was admitted Tuesday with chest pains. "All studies thus far indicate no evidence that he has had a heart attack," said his physician, Dr. Edward Viner.

Jerry Parr, a 17-year veteran of the Secret Service, will become head of the White House presidential protection detail July 1. Parr, 38, will succeed John Simpson, who is being promoted to assistant director of the Secret Service. A native of Montgomery, Ala., Parr currently heads Vice President Mondale's protective detail.

It's normal for a car to be banged around in races, but damage in the Los Angeles Coliseum was to singer Vikki Carr. She was one of the amateur drivers practicing for a celebrity race in Mick Thompson's "off-road" race Saturday night. "It was wonderful, turned over," Miss Carr said of hitting a few high notes with a rollover-protected yellow Jeep. I crashed-up my elbow is now in a cast but the rest of my arm is fine. I elbowed only hurts when I steer," said valiantly.

The lawyer for Mick Jagger's estranged wife, Bianca, says the rock star isn't making his \$3,000 weekly support payments. Attorney Marvin Mitchell also says Jagger is removing furniture from the couple's London home in violation of a judge's ruling that ordered the Rolling Stones' lead performer to stay off the premises. Mitchell is asking for a contempt of court ruling against Jagger in Los Angeles Superior Court and also wants him to pay Mitchell's \$17,500 bill. Jagger and his wife were waging a legal battle over their divorce trial will be held. Mrs. Jagger wants it to take place in California, where she can claim half his net

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He said that "all this wouldn't have happened if it had been Playboy: I was reading," but the Air Force countered that the rule applied to all reading matter, from the Bible to Playboy. Ristau, a Southern Baptist who calls himself a born-again Christian, said he decided to accept "the honorable discharge rather than file suit against the Air Force because he wanted to study for the ministry."

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